

Officer of the Watch (OOW) Certificate of Competency - COLREGs Practice Test (Sample)

Study Guide



Everything you need from our exam experts!

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SAMPLE

Questions

SAMPLE

- 1. What is the minimum distance away from the fore and aft centerline for lights indicating a vessel not under command or restricted in its ability to maneuver?**
 - A. 2 meters**
 - B. 1 meter**
 - C. 3 meters**
 - D. 4 meters**
- 2. What is the fog signal for a power-driven vessel making way through the water?**
 - A. One prolonged blast followed by two short blasts**
 - B. Two prolonged blasts followed by one short blast**
 - C. Five short blasts**
 - D. One long blast followed by one short blast**
- 3. What is the minimum visibility for manoeuvring light signals?**
 - A. 1 mile**
 - B. 2 miles**
 - C. 3 miles**
 - D. 4 miles**
- 4. Is a vessel less than 50m in length required to display two mast headlights?**
 - A. Yes, it is mandatory**
 - B. No, but it may choose to do so**
 - C. Only if the vessel is at anchor**
 - D. Only during nighttime operations**
- 5. What is the first action you should take if your vessel experiences a blackout while under the watch of a pilot?**
 - A. Alert the pilot immediately**
 - B. Engage the emergency steering**
 - C. Initiate the engine restart procedures**
 - D. Sound the general alarm**

- 6. When passing over fishing nets, how should a vessel proceed?**
- A. Cross at any angle without stopping**
 - B. Stop engines and cross as near to 90 degrees as possible**
 - C. Speed up to ensure a quick crossing**
 - D. Inform the fishing vessel only after crossing**
- 7. How should you respond if your vessel encounters another reported aground?**
- A. Continue without changing course**
 - B. Take all way off your vessel and inform the Master**
 - C. Increase speed to pass by**
 - D. Call the vessel only if visibility is clear**
- 8. What is the manoeuvring signal for 'I am altering my course to starboard'?**
- A. One long blast**
 - B. Two short blasts**
 - C. One short blast**
 - D. Three short blasts**
- 9. A vessel greater than 100m in length is engaged in fishing at anchor in restricted visibility. What fog signal should she sound?**
- A. Two prolonged blasts followed by two short blasts**
 - B. One prolonged blast followed by three short blasts**
 - C. One prolonged blast every two minutes**
 - D. Three short blasts**
- 10. Which vessels should a fishing vessel keep out of the way of when underway?**
- A. A vessel under command**
 - B. A vessel restricted in her ability to manoeuvre**
 - C. Any government vessel**
 - D. A vessel engaged in sailing**

Answers

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

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Explanations

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1. What is the minimum distance away from the fore and aft centerline for lights indicating a vessel not under command or restricted in its ability to maneuver?

- A. 2 meters
- B. 1 meter**
- C. 3 meters
- D. 4 meters

For a vessel that is not under command or is restricted in its ability to maneuver, the International Regulations for Preventing Collisions at Sea (COLREGs) specify the positioning of lights to ensure visibility and identification by other vessels. According to the regulations, the minimum distance for these lights—specifically the red and white lights that indicate the vessel's status—must be positioned at least 1 meter away from the vessel's fore and aft centerline. This positioning helps to avoid confusion regarding the vessel's condition while maximizing the visibility of the lights to approaching vessels from all angles. In contrast, other options present distances greater than the requirement, which could unnecessarily complicate the lighting arrangement without adding any navigational benefit. The 1-meter standard is designed to maintain clarity in communication through visual signals while also complying with regulatory standards.

2. What is the fog signal for a power-driven vessel making way through the water?

- A. One prolonged blast followed by two short blasts**
- B. Two prolonged blasts followed by one short blast
- C. Five short blasts
- D. One long blast followed by one short blast

The correct answer is that a power-driven vessel making way through the water sounds one prolonged blast followed by two short blasts as its fog signal. This signal is part of the regulations set forth by the International Regulations for Preventing Collisions at Sea (COLREGs), specifically designed to help vessels communicate their presence and movement in low visibility conditions, such as fog. The one prolonged blast indicates that the vessel is under way and is a method for making its position known to other vessels in the vicinity. The addition of two short blasts signifies that it is a power-driven vessel, which helps differentiate it from other types of vessels, ensuring awareness and safety on the water. This specific combination of sounds is universally recognized and enhances the situational awareness of mariners navigating in restricted visibility. The other options propose different combinations of signals that do not represent the correct fog signal for a power-driven vessel in motion. Understanding these signals and their meanings is crucial for maintaining safety at sea, especially in conditions where visibility might be compromised.

3. What is the minimum visibility for manoeuvring light signals?

- A. 1 mile
- B. 2 miles**
- C. 3 miles
- D. 4 miles

The minimum visibility required for manoeuvring light signals, as established in the International Regulations for Preventing Collisions at Sea (COLREGs), is 2 miles. This standard is in place to ensure that signals intended for navigation and communication between vessels can be seen clearly at a distance sufficient to allow for safe maneuvering and decision-making. Visibility of 2 miles allows vessels to effectively respond to signals, reducing the risk of collisions in situations where vessels may be operating close to one another, especially in busy waterways or when maneuvering in congested areas. This distance also accounts for atmospheric conditions that may affect visibility, ensuring that signals remain effective for navigational safety. Ensuring that the visibility is set at this distance balances the need for effective communication with the practical limitations of visibility due to weather, lighting, and other factors affecting maritime operations.

4. Is a vessel less than 50m in length required to display two mast headlights?

- A. Yes, it is mandatory
- B. No, but it may choose to do so**
- C. Only if the vessel is at anchor
- D. Only during nighttime operations

A vessel that is less than 50 meters in length is not mandated to display two masthead lights. According to the COLREGs (International Regulations for Preventing Collisions at Sea), vessels of this size have specific requirements for displaying navigating lights, which typically include a single masthead light when underway. While smaller vessels can voluntarily display two masthead lights as a means to enhance visibility or for specific operational procedures, it is not a compulsory requirement. This gives smaller vessels some leeway in how they manage their lighting based on their operational context or to improve their visibility without being required to do so under the regulations, which is why the correct answer reflects this understanding.

5. What is the first action you should take if your vessel experiences a blackout while under the watch of a pilot?

- A. Alert the pilot immediately**
- B. Engage the emergency steering**
- C. Initiate the engine restart procedures**
- D. Sound the general alarm**

Sounding the general alarm is the first action you should take when your vessel experiences a blackout while under the watch of a pilot. This is crucial because the general alarm alerts everyone on board to the emergency situation, ensuring that all crew members are aware and can respond rapidly. It sets the stage for any necessary safety protocols to be followed, helps prevent panic, and ensures that all personnel are prepared to assist with the situation at hand. Following the alarm, the crew can then proceed with subsequent actions, such as alerting the pilot, managing emergency steering, and initiating engine restart procedures. Each of these steps is important, but they rely on ensuring that all team members are informed and ready to act safely and effectively in response to the blackout situation. Immediate communication and coordination among the crew are essential to maintain safety and order during an emergency, which justifies the priority of sounding the alarm first.

6. When passing over fishing nets, how should a vessel proceed?

- A. Cross at any angle without stopping**
- B. Stop engines and cross as near to 90 degrees as possible**
- C. Speed up to ensure a quick crossing**
- D. Inform the fishing vessel only after crossing**

When passing over fishing nets, a vessel should stop engines and cross as near to 90 degrees as possible to minimize the potential for entangling the nets. Approaching at a right angle reduces the risk of snagging the nets, which can be damaged or cause operational hazards for both the passing vessel and the fishing operation. By stopping engines, the vessel decreases its forward momentum, reducing the chance of dragging nets dishonestly or inadvertently, which can have serious repercussions for the fishing gear and the fishermen. Additionally, crossing at approximately 90 degrees allows for a clearer understanding of the location of the nets, contributing to safe navigation. While it may seem efficient to cross quickly or at any angle, such actions increase the risk of causing damage or entanglement, which is a primary concern while navigating near fishing activities. Therefore, adhering to the principle of crossing at right angles with the engines stopped serves both safety and operational best practices in marine navigation.

7. How should you respond if your vessel encounters another reported aground?

A. Continue without changing course

B. Take all way off your vessel and inform the Master

C. Increase speed to pass by

D. Call the vessel only if visibility is clear

When encountering another vessel that is reported aground, the appropriate action is to take all way off your vessel and inform the Master. This is crucial for several reasons. First, reducing speed and stopping the vessel allows for better control and assists in preventing collisions or further complications. The potential for needing to maneuver around the aground vessel is high, and slowing down allows for safer navigation in uncertain waters. Second, informing the Master is important as they need to be aware of the situation for decision-making purposes. The Master may need to assess the risk of approaching the aground vessel, communicate with authorities, or arrange for assistance if the aground vessel requires help. This response aligns with the COLREGs, which emphasize safety and caution in navigation, especially near vessels in distress. The decision to take all way off mitigates risk and allows for a proper assessment of the situation. Consequently, maintaining a steady speed, increasing speed, or making contact only in clear visibility are less responsible options that do not ensure the vessel's safety or the safety of others.

8. What is the manoeuvring signal for 'I am altering my course to starboard'?

A. One long blast

B. Two short blasts

C. One short blast

D. Three short blasts

The manoeuvring signal for "I am altering my course to starboard" is signified by two short blasts. This signal is part of the sound signals outlined in the COLREGs (International Regulations for Preventing Collisions at Sea), which describe the communications and actions to be taken by vessels to convey their intentions while at sea. When a vessel intends to indicate a change in direction to starboard, it must perform two short blasts. This method not only helps other vessels understand the intentions of the navigating ship but also assists in maintaining safe navigation and preventing potential collisions. In the context of sound signals, one long blast generally signals a vessel's presence, while one short blast indicates the intention to alter course to port. Three short blasts are used to indicate that the vessel is operating astern propulsion or going backward. Thus, understanding the correct signals is crucial for safe maritime communication.

9. A vessel greater than 100m in length is engaged in fishing at anchor in restricted visibility. What fog signal should she sound?

- A. Two prolonged blasts followed by two short blasts**
- B. One prolonged blast followed by three short blasts**
- C. One prolonged blast every two minutes**
- D. Three short blasts**

When a vessel greater than 100 meters in length is at anchor and engaged in fishing in restricted visibility, it is required to sound a specific fog signal to ensure that other vessels can detect its presence. In restricted visibility, a vessel at anchor is obligated to sound one prolonged blast at intervals of two minutes. This is a standard signal to alert other vessels of its location and status, as indicated in the International Regulations for Preventing Collisions at Sea (COLREGs). The signal promotes safety by ensuring that a large, anchored fishing vessel can be noticed by approaching vessels that may also be navigating in restricted visibility conditions. The other signals mentioned would not be appropriate for a fishing vessel at anchor under these specific circumstances. The different options could pertain to other situations, such as moving vessels or vessels engaged in other types of activities, but the rule for a vessel at anchor clearly specifies the sound to be one prolonged blast every two minutes. This helps maintain clarity and uniformity in communication amongst vessels operating in restricted visibility.

10. Which vessels should a fishing vessel keep out of the way of when underway?

- A. A vessel under command**
- B. A vessel restricted in her ability to manoeuvre**
- C. Any government vessel**
- D. A vessel engaged in sailing**

A fishing vessel should keep out of the way of a vessel that is restricted in her ability to maneuver, which includes vessels such as those engaged in dredging, underwater operations, or any other conditions that limit their ability to navigate. This obligation is rooted in the principles of the COLREGs (International Regulations for Preventing Collisions at Sea), which establish rules for vessels to ensure safe navigation and to prevent collisions. According to Rule 18 of the COLREGs, a vessel engaged in fishing must take particular care to avoid impeding the safe passage of vessels that are constrained by their operational conditions. Vessels restricted in their ability to maneuver often cannot change course easily or stop quickly because of their activities, making it vital for fishing vessels to yield to them to avoid potential accidents. While a vessel under command and a sailing vessel also have specific rights on the water, the obligation to stay out of the way is particularly crucial when interacting with a vessel that is restricted in its ability to maneuver due to its operational constraints.