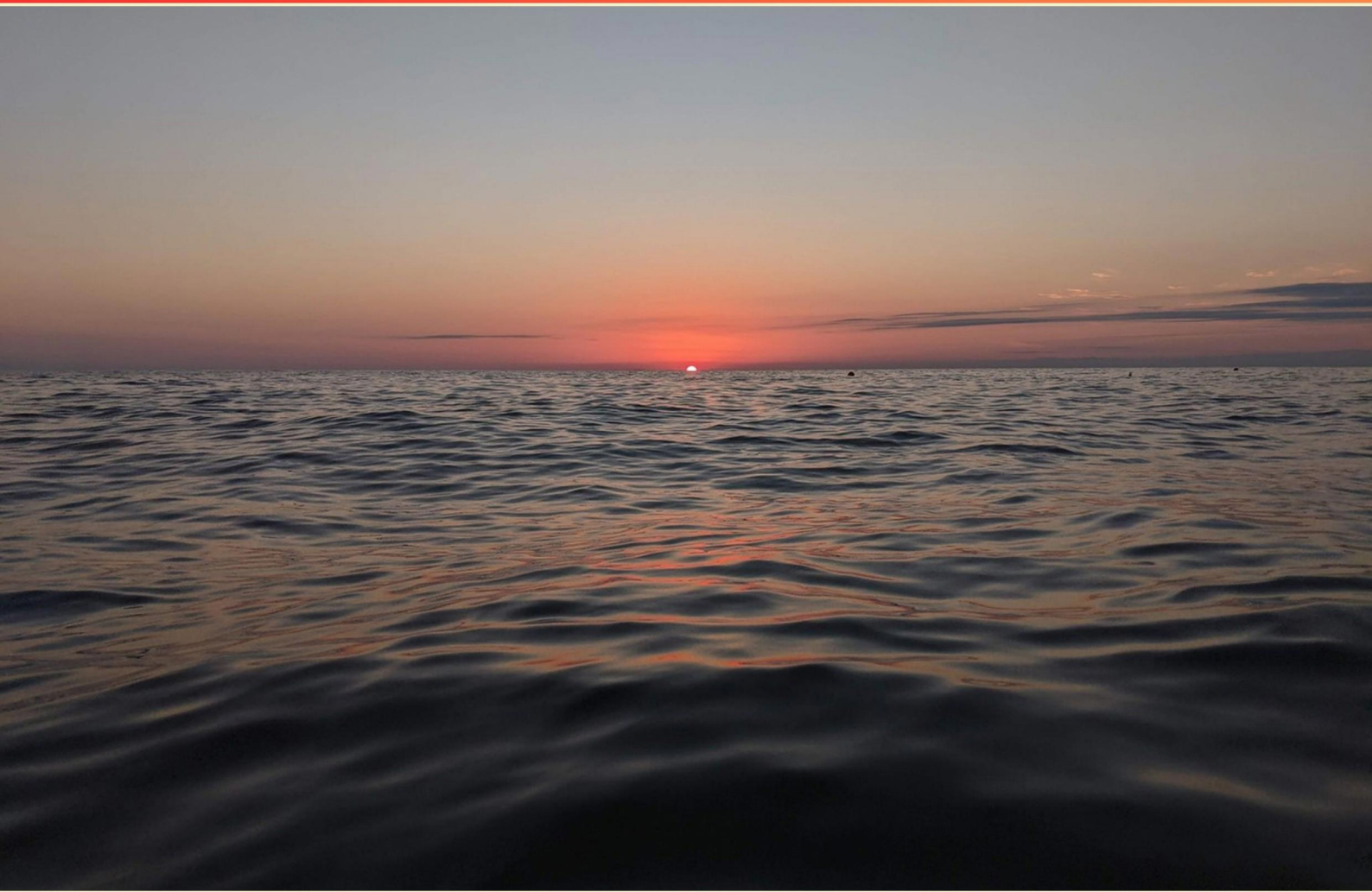


OFFICER OF THE WATCH (OOW) CERTIFICATE OF COMPETENCY – COLREGS PRACTICE TEST (SAMPLE)

STUDY GUIDE



**SAMPLE STUDY GUIDE
WITH LIMITED QUESTIONS**

**VISIT US ONLINE FOR
THE FULL VERSION STUDY GUIDE**

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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. What does the continuous sounding of a fog-signalling apparatus signify?**
 - A. There is a vessel in distress
 - B. Visibility is reduced due to fog
 - C. A navigation hazard is nearby
 - D. A port is closing
- 2. When observing another vessel at night, what lights indicate a head-on situation?**
 - A. Only bow lights
 - B. Both sidelights and masthead lights in a line
 - C. Stern lights only
 - D. Deck lights visible
- 3. Which piece of information is critical when a vessel sends a distress alert?**
 - A. The color of the ship's hull
 - B. The position of the vessel
 - C. The name of the captain
 - D. The type of engine
- 4. What vessels should a sailing vessel underway keep out of the way of?**
 - A. A vessel restricted in her ability to manoeuvre
 - B. A vessel that is anchored
 - C. A vessel engaged in recreational activities
 - D. A vessel under command
- 5. 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

- 6. What is the primary operational mode of a Wing-In-Ground craft?**
- A. Hovering above the surface
 - B. Flying at high altitudes
 - C. Operating in close proximity to the surface
 - D. Traveling under the water
- 7. Does a vessel have a right to take action early in an encounter to disengage from what might become a dangerous situation?**
- A. No, they must wait for the other vessel
 - B. Yes, to ensure safety
 - C. Only if they are larger
 - D. Yes, but it should be unnecessary
- 8. In congested waters, which lights should a lookout prioritize reporting?**
- A. All visible lights
 - B. Only lights of large vessels
 - C. Lights that may pose a collision risk
 - D. None, reporting is not necessary
- 9. What is the recommended signal for a vessel intending to communicate urgency?**
- A. A single continuous blast
 - B. One long blast followed by two short blasts
 - C. Seven short and rapid blasts
 - D. Sounding short blasts to establish communication
- 10. How are vessels generally required to proceed in a narrow channel?**
- A. By following the channel's deepest part
 - B. By navigating at maximum speed
 - C. By traveling close to the shore
 - D. By operating without regard to other traffic

Answers

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

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Explanations

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1. What does the continuous sounding of a fog-signalling apparatus signify?

- A. There is a vessel in distress
- B. Visibility is reduced due to fog**
- C. A navigation hazard is nearby
- D. A port is closing

The continuous sounding of a fog-signalling apparatus signifies that visibility is reduced due to fog. This is a precautionary measure that vessels use to alert others of their presence when visibility is low, ensuring safety on the water. The sound signals serve as warnings to nearby vessels, allowing them to take necessary precautions to avoid collision in conditions where visual navigation is compromised. Using a fog-signalling device emphasizes the importance of maritime communication and safety protocols in adverse weather conditions. It is crucial for vessels to be able to convey their position and movements when visual contact is limited, thus maintaining a safe distance from each other while navigating through fog-affected areas.

2. When observing another vessel at night, what lights indicate a head-on situation?

- A. Only bow lights
- B. Both sidelights and masthead lights in a line**
- C. Stern lights only
- D. Deck lights visible

In a head-on situation at night, a vessel will exhibit both its sidelights and masthead lights in alignment when observed from the approaching vessel's perspective. This configuration occurs because each vessel is required to show its sidelights—green on the starboard side and red on the port side—as well as its white masthead light, which should be positioned at a height above the sidelights. When these lights appear in a straight line, it signifies that the vessels are approaching each other directly. The alignment of the sidelights and masthead light creates a clear visual cue that helps mariners determine that a risk of collision exists, prompting them to reduce speed, alter course, or take appropriate measures to ensure safe navigation. The other options do not provide the correct information about lights in a head-on situation. Bow lights alone would not be visible from another vessel directly ahead, and stern lights are only visible when approaching from behind—neither of which indicate a head-on encounter. Deck lights serve various functions but are not significant in navigating or determining the relative positioning of vessels at night.

3. Which piece of information is critical when a vessel sends a distress alert?

- A. The color of the ship's hull
- B. The position of the vessel**
- C. The name of the captain
- D. The type of engine

The position of the vessel is critical when a ship sends a distress alert because it provides rescuers with the exact location where assistance is needed. Accurate positioning allows emergency services to determine the nearest resources for timely intervention, which can be lifesaving. In distress situations, every second counts, and knowing the vessel's position enables a rapid response, increases the chance of effective rescue, and minimizes the risks involved. While other pieces of information such as the name of the captain, the color of the ship's hull, and the type of engine may be useful for identification or operational purposes, they do not provide the immediate critical data that rescuers require to locate the distressed vessel. Thus, the position is paramount and directly relevant when responding to a distress call.

4. What vessels should a sailing vessel underway keep out of the way of?

- A. A vessel restricted in her ability to manoeuvre
- B. A vessel that is anchored
- C. A vessel engaged in recreational activities
- D. A vessel under command

A sailing vessel underway should keep out of the way of a vessel restricted in her ability to manoeuvre. According to the COLREGs (International Regulations for Preventing Collisions at Sea), vessels that are restricted in their ability to maneuver include those engaged in underwater operations, laying pipelines, or those constrained by their draft in a narrow channel. These vessels cannot take action to avoid collisions due to their operational constraints, thus the responsibility falls on other vessels, including sailing vessels, to keep clear. Understanding the implications of the other options is important. A vessel that is anchored is not moving and does not pose a direct risk of collision to a sailing vessel underway. Similarly, a vessel engaged in recreational activities may not necessarily be maneuvering in a way that requires a sailing vessel to alter its course significantly. Lastly, a vessel under command refers to a power-driven vessel that is capable of navigating freely and is primarily expected to take evasive action when necessary. Thus, it is the vessel restricted in maneuverability that requires utmost consideration by a sailing vessel.

5. 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.

6. What is the primary operational mode of a Wing-In-Ground craft?

- A. Hovering above the surface
- B. Flying at high altitudes
- C. Operating in close proximity to the surface
- D. Traveling under the water

The primary operational mode of a Wing-In-Ground craft is to operate in close proximity to the surface. This type of craft is designed to take advantage of the ground effect, which is a phenomenon that occurs when an aircraft flies close to a surface, leading to increased lift and reduced drag. By flying in this mode, the craft can maintain a high level of efficiency and maneuverability, as the ground effect enhances its aerodynamic performance. Hovering, flying at high altitudes, or traveling under the water do not utilize the unique benefits offered by the ground effect, which is crucial for the efficient operation of a Wing-In-Ground craft. As such, operating close to the surface maximizes the craft's capabilities and is essential for its design and functionality.

7. Does a vessel have a right to take action early in an encounter to disengage from what might become a dangerous situation?

- A. No, they must wait for the other vessel
- B. Yes, to ensure safety**
- C. Only if they are larger
- D. Yes, but it should be unnecessary

In maritime navigation, a vessel does indeed have the right to take action early in an encounter to disengage from what may develop into a dangerous situation. The safety of all vessels is paramount, and Actively taking steps to avoid collisions or hazardous situations is in line with the responsibilities outlined in the COLREGs (International Regulations for Preventing Collisions at Sea). By taking early action, a vessel can help to maintain a safe distance from other vessels, thereby reducing the risk of accidents. This proactive approach is critical, especially in busy or constrained waterways where the risk of collision increases. The COLREGs encourage all mariners to take necessary precautions to ensure safety, which includes anticipating the movements of other vessels and acting accordingly. The other options suggest a lack of proactive responsibility or conditional behavior that could lead to misunderstandings about navigational rights and safety. Ultimately, the emphasis is on safety and the notion that vessels should not hesitate to take measures to avoid danger, regardless of their size or the actions of others.

8. In congested waters, which lights should a lookout prioritize reporting?

- A. All visible lights
- B. Only lights of large vessels
- C. Lights that may pose a collision risk**
- D. None, reporting is not necessary

In congested waters, the lookout should prioritize reporting lights that may pose a collision risk because they are critical for maintaining safety at sea. The primary goal of maintaining a lookout is to detect and assess potential hazards, which are often indicated by navigation lights of other vessels. By concentrating on lights that might signal an imminent collision, the lookout can provide timely information to the officer on watch, allowing for informed decisions to be made regarding course adjustments or other defensive measures. Giving precedence to lights associated with potential collision risks helps in preventing accidents in busy maritime areas where many vessels may be operating in close proximity to one another. Recognizing the significance of these indicators is fundamental in ensuring navigational safety and compliance with the COLREGs, which govern the conduct of vessels to avoid collisions at sea.

9. What is the recommended signal for a vessel intending to communicate urgency?

- A. A single continuous blast
- B. One long blast followed by two short blasts
- C. Seven short and rapid blasts

D. Sounding short blasts to establish communication

The most appropriate signal for a vessel intending to communicate urgency is a series of short blasts to establish communication. This method effectively conveys that the vessel has a message that requires immediate attention without indicating an emergency, which distinguishes it from signals used for distress situations. Short blasts are universally recognized as a request for communication, prompting other vessels to pay attention and respond. Establishing communication through short blasts allows the vessel to signal that they need to convey an urgent situation that is significant but not classified as an emergency, fitting within the protocols established by the COLREGs. Vessels on the waterway can then identify the urgency of the situation and react accordingly, ensuring safety and effective navigation. The other signals mentioned serve different purposes. For instance, a single continuous blast is typically used to signal danger or to announce the vessel's presence. One long blast followed by two short blasts indicates that a vessel is altering course to starboard. Seven short and rapid blasts are recognized as a signal for distress, indicating a situation that requires immediate assistance. Understanding the nuances of communication signals is crucial for maintaining safety and effective communication at sea.

10. How are vessels generally required to proceed in a narrow channel?

A. By following the channel's deepest part

- B. By navigating at maximum speed
- C. By traveling close to the shore
- D. By operating without regard to other traffic

Vessels are generally required to proceed in a narrow channel by following the channel's deepest part. This practice is essential because the deep water typically provides the safest navigation route, reducing the risk of grounding and ensuring sufficient underwater clearance from obstructions or shallow areas. Navigating in the deepest part of the channel allows vessels to maintain stability and control, which is crucial when maneuvering in confined spaces often shared with other vessels. This requirement aligns with safety regulations and maritime conventions aimed at reducing the potential for collisions and ensuring the orderly flow of maritime traffic. By following the channel's deepest part, vessels can better anticipate and respond to the presence of other vessels and any navigational hazards that may be present in a crowded channel. The other options do not adhere to safe navigational practices as stipulated by maritime regulations. Traveling at maximum speed, for example, may lead to reduced reaction times and increased risk of accidents, especially in narrow channels where swift maneuvering is often necessary. Similarly, traveling close to the shore may be dangerous due to shallow waters and potential hazards, while operating without regard to other traffic contradicts the fundamental principle of navigating in a manner that is safe and considerate of surrounding vessels.

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://oowcoloregs.examzify.com>

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

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