

SEAMANSHIP I TEST 1 PRACTICE TEST (SAMPLE)

STUDY GUIDE



**SAMPLE STUDY GUIDE
WITH LIMITED QUESTIONS**

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

<https://seamanship1test1.examzify.com>



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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 term describes the means of moving between decks, such as stairs or a ladder?**
 - A. Deck
 - B. Overhead
 - C. Bulkhead
 - D. Ladder
- 2. Which linear motion describes forward and aft movement along the hull?**
 - A. Sway
 - B. Roll
 - C. Surge
 - D. Jettison
- 3. Which term describes a method to permanently join two rope ends?**
 - A. Back splice
 - B. Short splice
 - C. Eye Splice
 - D. Halyard
- 4. What is the acronym for the International Maritime Dangerous Goods Code?**
 - A. IMDGC
 - B. Long splice
 - C. Rudder
 - D. Advance
- 5. What is the front end of a vessel called?**
 - A. Bow
 - B. Stern
 - C. Port
 - D. Starboard

6. Which light configuration indicates a vessel is anchored at night?

- A. A white all-round light.
- B. Red port light and green starboard lights.
- C. White stern light only.
- D. Flashing yellow light.

7. What is the nautical term for a toilet aboard a small vessel?

- A. Head.
- B. Loo.
- C. Bathroom.
- D. Powder room.

8. Which officer is the Safety Officer?

- A. Third Officer
- B. PIC
- C. Chief Officer
- D. Second Officer

9. What is a bight in knot tying?

- A. A straight portion of rope used to tie a knot
- B. A U-shaped bend or loop in a rope
- C. A type of knot that locks under load
- D. The end of rope after finishing a knot

10. What should a basic seamanship daily checklist include?

- A. Sunscreen, sandals, and sunglasses.
- B. Calendar dates, music, coffee preferences, and seating.
- C. Spare parts catalog, warranty papers, and mortgage documents.
- D. Safety equipment, navigation lights, life jackets, engine and fuel status, bilges, and weather.

Answers

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

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Explanations

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1. What term describes the means of moving between decks, such as stairs or a ladder?

- A. Deck
- B. Overhead
- C. Bulkhead
- D. Ladder**

Access between decks on a ship is provided by vertical means that let you go up or down from one level to another. The word that names that kind of access among common ship terms is ladder. A deck is the floor you stand on, an overhead is the ceiling or upper structure, and a bulkhead is a partition wall. A ladder is the device used to move between decks, whether fixed or rope-like, matching the means described in the question.

2. Which linear motion describes forward and aft movement along the hull?

- A. Sway
- B. Roll
- C. Surge**
- D. Jettison

Surge is the linear motion along the hull's length, moving forward and aft along the bow-to-stern axis. It describes translation of the vessel in the longitudinal direction, such as when the ship speeds up or slows down and the hull moves through the water accordingly. Sway is a side-to-side motion along the beam, and roll is a tilting rotation about the longitudinal axis. Jettison is not a motion at all. So the forward aft translation along the hull is surge.

3. Which term describes a method to permanently join two rope ends?

- A. Back splice
- B. Short splice**
- C. Eye Splice
- D. Halyard

Joining two rope ends permanently is done by splicing. A short splice is the quickest method to fuse two ends into one continuous rope. It weaves the strands from each end around the other end for several turns and then stows the ends, creating a secure, durable join that holds under load. A long splice can also join ends but takes more length and is used when you want a smoother, stronger continuous rope. The back splice finishes the rope end to prevent unraveling rather than joining two ends. An eye splice forms a fixed loop at the end, not a join. A halyard is a rope used to hoist sails or spars, not a joining method.

4. What is the acronym for the International Maritime Dangerous Goods Code?

- A. IMDGC**
- B. Long splice
- C. Rudder
- D. Advance

Acronyms are formed by taking the first letters of each word in a title. For the International Maritime Dangerous Goods Code, the initial letters spell IMDGC. In everyday practice, you'll often see IMDG Code, which uses only the first four words and leaves out the final word "Code," but when you include every word, the acronym is IMDGC. The other options don't relate to the name of this code—those terms are knots or nautical actions, not the acronym for this regulation.

5. What is the front end of a vessel called?

- A. Bow**
- B. Stern
- C. Port
- D. Starboard

The front end of a vessel is called the bow. In nautical terms, the bow is the forwardmost part of the hull and points in the direction the ship is heading. The opposite end is the stern, located at the rear. The sides are port (left) and starboard (right) when you're facing forward. So the bow is the correct term because it designates the forward end where the ship meets the water as it moves ahead. The stern refers to the back, and port/starboard refer to the sides, not the front.

6. Which light configuration indicates a vessel is anchored at night?

- A. A white all-round light.**
- B. Red port light and green starboard lights.
- C. White stern light only.
- D. Flashing yellow light.

When a vessel is at anchor, it must show a white light that is visible all around the vessel (360 degrees). This white all-round light, often called the anchor light, clearly signals to other ships that the vessel is not underway and is stationary. The other signals don't indicate anchoring: red port and green starboard lights show a vessel under way and its direction of travel; a white stern light alone isn't the standard signal for being anchored (it implies movement and direction from the stern). A flashing yellow light is used for special situations or caution, not for anchoring. So the white all-round light is the correct indication of a vessel anchored at night.

7. What is the nautical term for a toilet aboard a small vessel?

- A. Head.
- B. Loo.
- C. Bathroom.
- D. Powder room.

A boat's toilet is called the head. In boating language, the head is the standard term used to refer to the toilet regardless of the vessel's size, a name that has carried through since the days when toilets were located at the forward end of the ship. The other terms are common in land-based or informal language and aren't the official nautical term: loo is just British slang, while bathroom and powder room describe rooms in a home or public setting rather than shipboard facilities.

8. Which officer is the Safety Officer?

- A. Third Officer
- B. PIC
- C. Chief Officer
- D. Second Officer

The Safety Officer is the deck officer responsible for on-board safety procedures, drills, and the maintenance and checking of safety equipment. On many ships, this responsibility is assigned to the Third Officer because that officer's watch-based duties naturally include overseeing safety tasks such as inspecting lifesaving appliances, coordinating drill logistics, briefing crew on safety procedures, and ensuring muster and escape routes are ready. The Master (PIC) has overall responsibility for safety, but the day-to-day safety coordination on the deck is typically handled by the officer assigned to safety duties during the watch. The Chief Officer focuses more on cargo and general deck operations, while the Second Officer's primary role is navigation; neither is as specifically tied to safety duties as the Third Officer in this context.

9. What is a bight in knot tying?

- A. A straight portion of rope used to tie a knot
- B. A U-shaped bend or loop in a rope
- C. A type of knot that locks under load
- D. The end of rope after finishing a knot

A bight is a U-shaped bend or loop in a rope. This curved portion you create by bending the rope is what knot tiers use to manipulate the line without pulling on the ends. It's not a straight piece of rope, it's not the end, and it isn't itself a knot. The idea is simply the curved section that can be used to pass the rope through, around, or behind to form or secure knots. For example, you might form a bight to wrap around an object or to tuck the working end through, enabling different knot configurations without needing a straight tail.

10. What should a basic seamanship daily checklist include?

- A. Sunscreen, sandals, and sunglasses.
- B. Calendar dates, music, coffee preferences, and seating.
- C. Spare parts catalog, warranty papers, and mortgage documents.
- D. Safety equipment, navigation lights, life jackets, engine and fuel status, bilges, and weather.**

The daily seamanship checklist is about keeping the boat safe and ready for operation each day. It should focus on items that affect safety, readiness, and the ability to handle conditions at sea. The best choice covers safety equipment, the status of essential systems, and current conditions: safety gear and equipment checks ensure life jackets, fire extinguishers, flares, and first-aid items are aboard and usable; navigation lights are functioning for visibility and compliance in low light or at night; life jackets ensure personal safety for everyone aboard; engine and fuel status guard against breakdowns and fuel-related issues by checking fuel level, leaks, oil, and battery health; bilges are checked for water or contamination and the pump is ready; and weather information guides planning and risk assessment for the voyage. Items like sunscreen, sandals, and sunglasses relate to personal comfort, not the vessel's safety or immediate readiness. Similarly, calendar dates, music, coffee preferences, and seating don't impact operating safety, while a spare parts catalog or mortgage documents aren't part of a routine daily safety check. Focusing on the essentials—safety gear, lighting, PFDs, engine and fuel readiness, bilges, and weather—best supports safe, prepared seamanship.

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://seamanship1test1.examzify.com>

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

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