

SEAMANSHIP II TEST 1 PRACTICE (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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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 is the purpose of chafing gear on lines and why is it used?**
 - A. To increase line flexibility at fairleads.
 - B. To reduce noise from line movement.
 - C. To protect lines from abrasion where they pass through chocks and rough surfaces.
 - D. To add buoyancy to the line.
- 2. How do you verify compass accuracy during a voyage?**
 - A. Compare magnetic compass readings with GPS position.
 - B. Ignore deviations and use only local knowledge.
 - C. Compare magnetic compass readings with known landmarks and apply deviation/variation corrections as needed.
 - D. Use the mirror to check the compass reflection.
- 3. What does GMDSS stand for?**
 - A. Global Maritime Distress and Safety System
 - B. Global Maritime Data and Security System
 - C. General Maritime Distress and Safety Schedule
 - D. Global Mission for Data and Satellite System
- 4. What is a common knot for securing a line to a post or bollard?**
 - A. Bowline
 - B. Round turn with two half-hitches
 - C. Clove hitch
 - D. Figure eight knot
- 5. What did the IMO create to ease communication between ships?**
 - A. Universal Telecommunication Protocol
 - B. Maritime Language Guidelines
 - C. Global Ship Dialogue System
 - D. Standard Marine Communication Phrases (SMCP)

- 6. Which organization issues the load line certificate on behalf of the USCG?**
- A. DNV GL
 - B. ABS
 - C. Lloyd's Register
 - D. Bureau Veritas
- 7. The maximum draft on the certificate is stated in terms of what?**
- A. Minimum safe freeboard
 - B. Maximum cargo
 - C. Engine power
 - D. Ship's length
- 8. Net Tonnage measures what?**
- A. The space available for accommodation of passengers and stowage of cargo.
 - B. The total internal volume of all enclosed spaces.
 - C. The gross volume of the hull.
 - D. The cubic capacity of all earning space.
- 9. What basic steps should you take to ensure safe docking in a crowded area with fluctuating tides?**
- A. Plan approach, set lines for control, adjust fenders, and monitor tidal changes to maintain alignment.
 - B. Rapidly approach to minimize time in the crowded area.
 - C. Ignore tide changes and trust the crew's reflexes.
 - D. Keep engines in high power to push through.
- 10. What signals indicate a vessel is not under command in day and night?**
- A. Day: one flag; Night: one white light.
 - B. Day: two flags aligned horizontally; Night: two red lights in a vertical line.
 - C. Day: three balls; Night: red and green lights.
 - D. Day: two balls aligned vertically; Night: two red lights in a vertical line.

Answers

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

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Explanations

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1. What is the purpose of chafing gear on lines and why is it used?

- A. To increase line flexibility at fairleads.
- B. To reduce noise from line movement.
- C. To protect lines from abrasion where they pass through chocks and rough surfaces.**
- D. To add buoyancy to the line.

Chafing gear on lines is used to shield the rope from abrasion where it passes over or through hard edges like chocks, fairleads, hawse pipes, or other rough surfaces. When a line is under load, it slides and rubs against these edges, which can quickly wear the fibers, generate heat, and weaken or fail the line. The protective layer—made of leather, canvas, rubber, or synthetic sleeves—takes the rubbing, spreads the contact force, and cushions the line so it doesn't fray or cut. It should be positioned at the contact points to prevent direct damage to the line. While it may reduce some noise and snagging, its main purpose is to prevent abrasion and extend the line's life. It's not meant to increase flexibility or add buoyancy.

2. How do you verify compass accuracy during a voyage?

- A. Compare magnetic compass readings with GPS position.
- B. Ignore deviations and use only local knowledge.
- C. Compare magnetic compass readings with known landmarks and apply deviation/variation corrections as needed.**
- D. Use the mirror to check the compass reflection.

Verifying compass accuracy on a voyage is done by using fixed references and applying the two kinds of corrections that affect magnetic readings. You take a magnetic bearing to a known landmark whose true bearing is on your chart, then compare that reading to the charted true bearing after accounting for magnetic variation at your location. Any difference reveals the ship's deviation. By quantifying deviation, you can adjust future magnetic readings to yield true bearings, keeping navigation aligned with the chart. Repeat this with reliable landmarks along the route to monitor changes in deviation or the effect of new equipment, and update your deviation table as needed. This method directly checks the instrument against fixed references and incorporates both variation and deviation corrections to maintain accuracy.

3. What does GMDSS stand for?

- A. Global Maritime Distress and Safety System**
- B. Global Maritime Data and Security System
- C. General Maritime Distress and Safety Schedule
- D. Global Mission for Data and Satellite System

Global Maritime Distress and Safety System is the internationally adopted framework for distress signaling and safety communications at sea. GMDSS, mandated under SOLAS, ensures rapid alerts and coordinated rescue by using multiple communication methods—satellite and terrestrial radio, DSC on VHF/ MF/ HF, NAVTEX, EPIRBs, SARTs, and more. The goal is to provide a reliable, redundant system so ships and coast stations can quickly send and receive distress and safety messages and authorities can coordinate response. Other options don't fit because they swap System for other words or change the meaning: it's not about data or security, not a schedule, and not a mission or satellite system. The correct expansion keeps the focus on distress and safety communications on a global maritime scale.

4. What is a common knot for securing a line to a post or bollard?

- A. Bowline
- B. Round turn with two half-hitches**
- C. Clove hitch
- D. Figure eight knot

Securing a line to a post or bollard needs a method that grips firmly under load while staying easy to untie afterward. Wrapping the rope in a round turn around the post gives contact all the way around the post, spreading the load and reducing the chance of slippage or excessive wear at a single point. Then locking the rope with two half-hitches on the standing part creates a reliable bite: the first half-hitch resists movement, and the second one cinches it tight, so the line stays put even if the post flexes or the load shifts. This combination is quick to tie and, when you're ready to cast off, easy to undo because the turns don't jam like some other knots. A bowline forms a fixed loop and can secure a line, but it isn't as resistant to creeping or slipping around a post under load, and it can be harder to untie after heavy loading. A clove hitch can work for lashing, but it tends to slip if the line bears down or the post turns, making it less dependable for steady securing. A figure-eight knot is a stopper or end-knot rather than a securing method for a post, so it doesn't provide the same reliable grip around the post.

5. What did the IMO create to ease communication between ships?

- A. Universal Telecommunication Protocol
- B. Maritime Language Guidelines
- C. Global Ship Dialogue System
- D. Standard Marine Communication Phrases (SMCP)**

Standard Marine Communication Phrases (SMCP) are the standardized phrases the International Maritime Organization developed to make radio communications between ships and shore stations clear and efficient. They provide a common vocabulary for routine messages, navigational and meteorological information, and distress, urgency and safety communications, so that even when crews speak different languages, the intent is obvious and responses can be quick. Using SMCP reduces ambiguity caused by language differences, poor radio conditions, or unfamiliar slang, enabling safer and smoother operations at sea. Other options are not official IMO tools for this purpose.

6. Which organization issues the load line certificate on behalf of the USCG?

- A. DNV GL
- B. ABS**
- C. Lloyd's Register
- D. Bureau Veritas

The load line certificate is issued by a Recognized Organization acting on behalf of the flag state. The U.S. Coast Guard authorizes certain classification societies to carry out surveys and then issue certificates to verify that a vessel meets load line, stability, and safety requirements. Among the recognized organizations, the American Bureau of Shipping (ABS) is one that the USCG authorizes to issue the load line certificate after a successful inspection. The other options listed—DNV GL, Lloyd's Register, and Bureau Veritas—are also recognized organizations that can perform similar surveys and issue certificates under the flag state's authority. The essential point is that the certificate comes from a recognized organization authorized by the USCG, not directly from the ship's owner or from the Coast Guard itself.

7. The maximum draft on the certificate is stated in terms of what?

A. Minimum safe freeboard

B. Maximum cargo

C. Engine power

D. Ship's length

The maximum draft shown on a ship's certificate is tied to the minimum safe freeboard. Freeboard is the vertical distance from the waterline to the deck; the certificate sets limits so the vessel always retains enough clearance to stay afloat under varying loads, trims, and sea conditions. Therefore, the maximum draft is expressed in terms of the minimum freeboard the ship must maintain. Engine power, length, or how much cargo could be carried don't determine this regulatory limit. If the minimum safe freeboard changes with season or water density, the allowable draft adjusts accordingly, always anchored to that minimum freeboard requirement.

8. Net Tonnage measures what?

A. The space available for accommodation of passengers and stowage of cargo.

B. The total internal volume of all enclosed spaces.

C. The gross volume of the hull.

D. The cubic capacity of all earning space.

Net Tonnage is a measure of the ship's earning capacity. It reflects the cubic capacity of all spaces that can be used to earn revenue—primarily cargo holds and other areas used for carrying goods or passengers. Spaces that don't contribute to earning, such as the engine room, crew quarters, machinery spaces, fuel, stores, and other non-revenue areas, are subtracted from the total interior volume. That leaves the volume of earning space, which is what Net Tonnage represents. This is why the correct description is the cubic capacity of all earning space. The other options describe broader or different volume measures (like total enclosed volume or gross hull volume) that don't isolate the earning capacity.

9. What basic steps should you take to ensure safe docking in a crowded area with fluctuating tides?

A. Plan approach, set lines for control, adjust fenders, and monitor tidal changes to maintain alignment.

B. Rapidly approach to minimize time in the crowded area.

C. Ignore tide changes and trust the crew's reflexes.

D. Keep engines in high power to push through.

Safe docking in a crowded area with fluctuating tides depends on planning a controlled approach, securing the vessel with appropriate controls, and staying aware of tidal movement throughout the maneuver. Start with a thoughtful approach plan: choose the best path into the dock, set a slow, steady speed, and anticipate how current and tides will push or pull you off line. Have lines ready and arranged for control, including mooring lines and spring lines, so you can hold your position and maintain the right angle as you come alongside. Place and adjust fenders to protect the hull as water levels rise or fall, making sure they contact at the correct points. Throughout the maneuver, monitor the changing tide and adjust your plan, line tensions, and fender positions to keep the vessel aligned with the dock and prevent contact with other boats or obstacles. Rushing in, ignoring tide changes, or pushing with high engine power would compromise control and safety in such a setting.

10. What signals indicate a vessel is not under command in day and night?

- A. Day: one flag; Night: one white light.
- B. Day: two flags aligned horizontally; Night: two red lights in a vertical line.
- C. Day: three balls; Night: red and green lights.
- D. Day: two balls aligned vertically; Night: two red lights in a vertical line.**

Not under command signals indicate a vessel that cannot maneuver as required by the Rules. The standard indicators are clear and fixed: by day, two black balls displayed in a vertical line; by night, two red lights shown in a vertical line. This combination tells nearby vessels that the vessel cannot be held responsible for keeping to the normal traffic rules and may not be able to avoid a collision. The option with two balls aligned vertically during the day and two red lights in a vertical line at night matches exactly these signals. The other options mix in signals that don't correspond to Not Under Command—different shapes, colors, or arrangements that indicate other situations (for example, standard day shapes or typical navigation lights) but not NUC.

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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://seamanship2test1.examzify.com>

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

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