

# USCG Launch Tender Practice Exam (Sample)

## Study Guide



**Everything you need from our exam experts!**

**Copyright © 2026 by Examzify - A Kaluba Technologies Inc. product.**

**ALL RIGHTS RESERVED.**

**No part of this book may be reproduced or transferred in any form or by any means, graphic, electronic, or mechanical, including photocopying, recording, web distribution, taping, or by any information storage retrieval system, without the written permission of the author.**

**Notice: Examzify makes every reasonable effort to obtain accurate, complete, and timely information about this product from reliable sources.**

**SAMPLE**

# Table of Contents

|                                    |           |
|------------------------------------|-----------|
| <b>Copyright</b> .....             | <b>1</b>  |
| <b>Table of Contents</b> .....     | <b>2</b>  |
| <b>Introduction</b> .....          | <b>3</b>  |
| <b>How to Use This Guide</b> ..... | <b>4</b>  |
| <b>Questions</b> .....             | <b>5</b>  |
| <b>Answers</b> .....               | <b>8</b>  |
| <b>Explanations</b> .....          | <b>10</b> |
| <b>Next Steps</b> .....            | <b>16</b> |

# 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. Which vessel is NOT required to carry a lookout?**
  - A. A vessel under power in open waters**
  - B. A vessel equipped with working radar**
  - C. A sailing vessel**
  - D. A vessel engaged in fishing**
- 2. How should a vessel operating astern signal its maneuver?**
  - A. One prolonged blast**
  - B. Two short blasts**
  - C. Three blasts**
  - D. Five short blasts**
- 3. What should a vessel do upon hearing a fog signal?**
  - A. Speed up to clear the area quickly**
  - B. Slow down and proceed with extreme caution**
  - C. Change course abruptly**
  - D. Ignore the signal if visibility seems adequate**
- 4. What color are the running lights for a vessel restricted in ability to maneuver?**
  - A. Red and white**
  - B. Green and white**
  - C. Red and green**
  - D. Blue and red**
- 5. What is the primary responsibility of a give way vessel in a crossing situation?**
  - A. To increase speed to pass**
  - B. To maintain a constant course**
  - C. To take action to avoid collision**
  - D. To signal the other vessel**

- 6. Which of the following is not typically part of an anchor's operation?**
- A. Weighing**
  - B. Dropping**
  - C. Hailing**
  - D. Retrieving**
- 7. What does an EPIRB stand for?**
- A. Emergency Position Indicating Radio Beacon**
  - B. Emergency Personal Interconnect Radio Beacon**
  - C. Electronic Protocol for Irregular Response Boat**
  - D. Emergency Prevention Information Relay Beacon**
- 8. What channel is primarily designated for hailing?**
- A. Channel 12**
  - B. Channel 68**
  - C. Channel 16**
  - D. Channel 13**
- 9. What should you do when you see a green light while operating a vessel?**
- A. Stop and assess the situation**
  - B. Stand on**
  - C. Change course**
  - D. Anchor immediately**
- 10. What type of clouds should you be wary of when boating?**
- A. Cumulus clouds**
  - B. Stratus clouds**
  - C. Cumulonimbus clouds**
  - D. Cirrus clouds**

## **Answers**

SAMPLE

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

SAMPLE

## **Explanations**

SAMPLE

## 1. Which vessel is NOT required to carry a lookout?

- A. A vessel under power in open waters
- B. A vessel equipped with working radar**
- C. A sailing vessel
- D. A vessel engaged in fishing

A vessel equipped with working radar is not specifically required to carry a lookout under certain circumstances. The Code of Federal Regulations allows for exceptions to the lookout requirement when a vessel can adequately monitor its surroundings using radar technology, especially when operating in open waters. In general, the lookout serves as an important safety measure to prevent collisions and ensure awareness of navigational hazards. However, if a vessel adequately utilizes its radar equipment to maintain situational awareness, the need for a dedicated lookout may be considered less critical. This is particularly relevant when the vessel is engaged in operations where visual lookout duties can be performed by the crew while managing radar systems. On the other hand, vessels under power in open waters, sailing vessels, and those engaged in fishing all have specific requirements to maintain a lookout to ensure safety on the water, regardless of whether they have additional equipment. This ensures that regardless of their navigation methods or fishing activities, they remain vigilant about other vessels and potential hazards.

## 2. How should a vessel operating astern signal its maneuver?

- A. One prolonged blast
- B. Two short blasts
- C. Three blasts**
- D. Five short blasts

When a vessel is operating astern, it is important for the operator to communicate its intentions to other vessels in the vicinity to ensure safety and prevent collisions. The correct signaling for a vessel operating astern is to sound three distinct blasts on the whistle. This is an internationally recognized signal under the Rules of the Road, which establishes a common understanding among mariners regarding vessel maneuvering. The reason three blasts indicate that a vessel is operating astern is that this signal conveys to other vessels that the vessel is moving backward. It helps to clarify the vessel's movement, especially in congested waters or busy harbors where miscommunication can lead to hazardous situations. Understanding and adhering to these signaling conventions is vital for effective navigation and maintaining safe distances from other vessels. In contrast, the other signaling options—such as a prolonged blast or short blasts—represent different maneuvers or intentions, such as signaling for attention, indicating a turn, or warning other vessels. Each sound signal has specific meanings, making it essential to use the correct one in the given context to avoid confusion on the water.

### 3. What should a vessel do upon hearing a fog signal?

- A. Speed up to clear the area quickly
- B. Slow down and proceed with extreme caution**
- C. Change course abruptly
- D. Ignore the signal if visibility seems adequate

Upon hearing a fog signal, a vessel should slow down and proceed with extreme caution. This protocol is essential for ensuring the safety of both the vessel and others in the vicinity, as fog signals are specifically designed to alert mariners to potential obstructions or hazards in low visibility conditions. By slowing down, the captain allows for better reaction times should an unforeseen obstacle arise, thus reducing the risk of collision. Navigating at a reduced speed also enables the crew to utilize sound signals more effectively and makes it easier to recognize other vessels in the area, as sightlines may be significantly obscured by fog. Furthermore, maintaining caution while proceeding helps ensure that the vessel can be maneuvered safely through potentially crowded or hazardous waters. In contrast, speeding up could lead to loss of control or insufficient time to respond to other vessels, while changing course abruptly may cause confusion among other mariners. Ignoring the signal could result in serious incidents, especially if others are following the maritime rules designed to aid navigation in fog.

### 4. What color are the running lights for a vessel restricted in ability to maneuver?

- A. Red and white**
- B. Green and white
- C. Red and green
- D. Blue and red

The running lights for a vessel restricted in her ability to maneuver are indeed red and white. This specific lighting arrangement is outlined in the International Regulations for Preventing Collisions at Sea (COLREGS). The red light indicates the vessel's port side, while the white light represents the stern light or an additional masthead light. This configuration helps other vessels identify the specific status of the vessel, which is crucial for safe navigation. In nautical terms, a vessel restricted in her ability to maneuver could be a tugboat engaged in towing or a vessel conducting underwater operations, and it's important for nearby vessels to recognize her limitations while navigating around her. The red and white lights provide distinct signals that contribute to enhanced visibility and communication on the water, which is essential for maritime safety.

**5. What is the primary responsibility of a give way vessel in a crossing situation?**

- A. To increase speed to pass**
- B. To maintain a constant course**
- C. To take action to avoid collision**
- D. To signal the other vessel**

In a crossing situation, the primary responsibility of a give way vessel is to take action to avoid collision. This means that the vessel identified as the give way vessel must actively maneuver to ensure that a collision does not occur with the stand-on vessel. This responsibility is crucial because it maintains safety on the water by preventing potential accidents. The give way vessel must assess the situation, consider its speed and maneuverability, and make the necessary adjustments, such as changing course or speed, to avoid any risk of collision with the stand-on vessel, which is expected to maintain its course and speed. Maintaining a constant course, which might seem reasonable, is primarily the responsibility of the stand-on vessel, not the give way vessel. Similarly, increasing speed to pass could potentially create a risk rather than mitigate one, as it may surprise the stand-on vessel or reduce the effectiveness of the give way vessel's actions to avoid a collision. Signaling the other vessel, while important for communication, is not the primary responsibility associated with being a give way vessel in this context; the first priority remains the physical avoidance of a collision. The emphasis on proactive measures reflects the fundamental principles of navigation safety and the rules established by the maritime Collision Regulations.

**6. Which of the following is not typically part of an anchor's operation?**

- A. Weighing**
- B. Dropping**
- C. Hailing**
- D. Retrieving**

The operation of an anchor primarily consists of actions that involve setting, holding, and recovering the anchor while mooring a vessel. Dropping, weighing, and retrieving are essential maneuvers associated with the anchoring process. Dropping an anchor involves releasing it from the vessel to allow it to sink and embed itself into the seabed, providing stability. Weighing refers to the process of hoisting the anchor back on board after it has served its purpose, ensuring that it is securely stowed. Retrieving is synonymous with weighing, as it also pertains to bringing the anchor back to the vessel when it is time to leave the anchorage. Hailing, on the other hand, does not pertain to the operation of an anchor. It typically relates to communication, particularly in maritime contexts where crews signal or call out to one another for information or coordination. Therefore, hailing is not part of the physical processes involved in using an anchor, making it the correct choice for identifying what is not typically part of an anchor's operation.

## 7. What does an EPIRB stand for?

- A. Emergency Position Indicating Radio Beacon**
- B. Emergency Personal Interconnect Radio Beacon**
- C. Electronic Protocol for Irregular Response Boat**
- D. Emergency Prevention Information Relay Beacon**

An EPIRB stands for Emergency Position Indicating Radio Beacon. This device is crucial in maritime safety as it is designed to alert search and rescue services in the event of a distress situation. When activated, an EPIRB transmits a distress signal that includes the location of the vessel in emergency situations, significantly improving the chances of timely rescue. The term “emergency” indicates its use in life-threatening situations, while “position indicating” highlights its ability to provide location data. “Radio beacon” refers to the technology used to broadcast the distress signal, which is received by satellites that then relay the information to rescue coordination centers. This level of specificity in nomenclature accurately reflects the function and purpose of the device, making it not only a lifesaving tool but also an essential part of maritime regulations and safety practices.

## 8. What channel is primarily designated for hailing?

- A. Channel 12**
- B. Channel 68**
- C. Channel 16**
- D. Channel 13**

The primary channel designated for hailing is Channel 16. This channel operates on a maritime VHF band and is internationally recognized for distress, safety, and calling. It serves as the main communication channel for vessels to establish contact with one another, as well as with shore stations, in emergency situations or for general communication. Vessels are required to monitor Channel 16 when at sea to enable immediate communication in case of an emergency. Upon establishing contact on Channel 16, vessels would typically switch to a working channel for further communication, which helps to keep Channel 16 clear for other urgent messages. Other channels listed serve different purposes. For instance, Channel 12 and Channel 68 are typically used for specific operational communications, while Channel 13 is often reserved for bridge-to-bridge communications in navigational situations. Understanding the specific uses of these channels is crucial for effective maritime communication.

**9. What should you do when you see a green light while operating a vessel?**

- A. Stop and assess the situation**
- B. Stand on**
- C. Change course**
- D. Anchor immediately**

Seeing a green light while operating a vessel typically indicates that you are approaching a vessel that is either under sail or a sailing vessel that is showing its starboard side. In navigation, a green light signifies the starboard side of a vessel, suggesting that you are on a collision course or too close to another vessel's path. When you see a green light, the correct response is to "stand on," which means to maintain your course and speed. This is consistent with the "Rules of the Road" under the International Regulations for Preventing Collisions at Sea (COLREGs). According to these rules, if you are the give-way vessel and you see the green light, you should maintain your course, as the other vessel is expected to take action to avoid a collision. Maintaining your course in this situation is essential for ensuring safe navigation and preventing confusion among vessels. It allows both you and the other vessel to assess the situation without sudden changes that could lead to unpredictable maneuvers.

**10. What type of clouds should you be wary of when boating?**

- A. Cumulus clouds**
- B. Stratus clouds**
- C. Cumulonimbus clouds**
- D. Cirrus clouds**

Cumulonimbus clouds are significant to boating safety due to their association with severe weather conditions. They are tall, dense clouds that often indicate thunderstorms and can produce heavy rain, strong winds, lightning, hail, and tornadoes. When these clouds are present, boaters should be especially cautious as they can change weather conditions rapidly and dangerously. Unlike the other cloud types listed, which may not indicate such immediate and severe weather phenomena, cumulonimbus clouds signal potential for severe turbulence and severe thunderstorms. Therefore, it's essential for anyone on the water to recognize these clouds and take appropriate precautions to ensure their safety when they are observed in the sky.

## 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](mailto:hello@examzify.com).**

**Or visit your dedicated course page for more study tools and resources:**

**<https://uscglaunchtender.examzify.com>**

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