

USCG MASTER 25-100 TON LICENSE PRACTICE TEST (SAMPLE)

STUDY GUIDE



**SAMPLE STUDY GUIDE
WITH LIMITED QUESTIONS**

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

<https://uscgmaster25to100tonlicense.examzify.com>



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

Copyright	1
Table of Contents	2
Introduction	3
How to Use This Guide	4
Questions	5
Answers	8
Explanations	10
Next Steps	15

SAMPLE

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

SAMPLE

- 1. Which statement reflects a NOT recommended action when planning to avoid storms?**
 - A. Re-route if possible, adjust speed, and seek shelter if needed.
 - B. Check weather forecasts and adjust plan as needed.
 - C. Maintain your course and ignore weather updates.
 - D. Use shelter if needed.

- 2. Which factor primarily reduces initial stability by raising the center of gravity?**
 - A. Increasing the hull weight at low height.
 - B. Using lighter cargo reduces GM.
 - C. Increasing water depth.
 - D. Improper weight distribution that raises the center of gravity reduces GM and initial stability.

- 3. Which equipment must be on a life boat?**
 - A. A compass
 - B. A whistle
 - C. Two paddles, a light, painter and pendants
 - D. A flare

- 4. In a crossing situation between two power-driven vessels, which vessel must take action to avoid collision?**
 - A. The vessel on the port side
 - B. The faster vessel
 - C. The vessel that has the other vessel on its starboard side
 - D. The vessel on the starboard side

- 5. Who must conduct sufficient drills and instruction to ensure all crew members are familiar with their duties?**
 - A. Master of the vessel
 - B. Chief officer
 - C. Safety officer
 - D. Passenger

- 6. Which official must approve changes that affect structural integrity, such as removing a watertight bulkhead, for compliance?**
- A. Captain of the Port
 - B. Harbor Master
 - C. Officer in Charge, Marine Inspection
 - D. Coast Guard Sector Commander
- 7. If a vessel does not have automatic emergency lighting, what type of lighting is required?**
- A. True
 - B. False
 - C. Only When Underway
 - D. Only If The Crew Is More Than Two
- 8. Which action is NOT part of a prudent storm avoidance plan?**
- A. Re-route if possible.
 - B. Adjust speed.
 - C. Seek shelter if needed.
 - D. Ignore weather updates.
- 9. What is the recommended practice for loading deck cargo?**
- A. Load as quickly as possible.
 - B. Keep CG high for better visibility.
 - C. Lash cargo loosely and stack high.
 - D. Distribute weight evenly, lash securely, and keep CG low; avoid top-heaviness.
- 10. Life floats must be equipped with what?**
- A. Paddles
 - B. Whistles
 - C. Horns
 - D. Mirrors

Answers

SAMPLE

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

SAMPLE

Explanations

SAMPLE

1. Which statement reflects a NOT recommended action when planning to avoid storms?

- A. Re-route if possible, adjust speed, and seek shelter if needed.
- B. Check weather forecasts and adjust plan as needed.
- C. Maintain your course and ignore weather updates.**
- D. Use shelter if needed.

When planning to avoid storms, the priority is to stay informed and adjust your actions based on that information. Checking weather forecasts and monitoring real-time conditions lets you anticipate an approach and modify your plan before conditions worsen. Re-routing if possible helps you steer clear of the worst part of the storm, and adjusting speed gives you more time to react and reduces stress on the vessel as seas build. Using shelter when needed protects the crew and boat from the most severe effects. The action that should be avoided is continuing on the same course while ignoring weather updates. Ignoring forecasts eliminates your warning time and forces you to confront deteriorating conditions with little or no preparedness, greatly increasing risk to safety and operations.

2. Which factor primarily reduces initial stability by raising the center of gravity?

- A. Increasing the hull weight at low height.
- B. Using lighter cargo reduces GM.
- C. Increasing water depth.
- D. Improper weight distribution that raises the center of gravity reduces GM and initial stability.**

Initial stability is controlled by the metacentric height, the distance between the center of gravity (G) and the metacenter (M). For small tilts, the righting moment is approximately GM times the sine of the heel angle, so the larger GM is, the stronger the vessel resists tipping. When the center of gravity is raised, GM decreases, weakening the righting arm and reducing initial stability. Improper weight distribution that places heavy items high on the vessel raises the center of gravity, which lowers GM and makes the ship less stable initially. Other scenarios either place weight lower (which lowers G, increasing GM and stability) or do not directly alter GM in the same way.

3. Which equipment must be on a life boat?

- A. A compass
- B. A whistle
- C. Two paddles, a light, painter and pendants**
- D. A flare

When a lifeboat is launched, you need equipment that keeps you mobile, visible, and connected to the ship. Two paddles give you a reliable means of propulsion if the engine isn't available and provide redundancy in case one paddle is damaged. A light is essential for nighttime use, helping you see your surroundings and be seen by rescuers. A painter is the line used to secure the lifeboat to the ship, keeping it from drifting away and giving you a controlled connection during lowering and retrieval. Pendants are the short support lines used with the launching gear to secure and control the lifeboat as it is lowered and lowered back, ensuring safe operation of the launch system. Other items like a compass, a whistle, or a flare aren't part of this basic minimum kit in this context. While signaling devices and navigational tools can be useful, the combination of two paddles, a light, a painter, and pendants directly covers propulsion, visibility, and securement—the essential functions needed for a lifeboat to be ready for use.

4. In a crossing situation between two power-driven vessels, which vessel must take action to avoid collision?

- A. The vessel on the port side
- B. The faster vessel
- C. The vessel that has the other vessel on its starboard side**
- D. The vessel on the starboard side

In a crossing between two power-driven vessels, the obligation to maneuver rests with the vessel that has the other vessel on its starboard side. That vessel must give way, taking early and substantial action to avoid collision—such as altering course, reducing speed, or both. The other vessel should otherwise maintain its course and speed, only changing if the situation demands. So the vessel that has the other vessel on its starboard side is the one responsible for taking action to avoid a collision.

5. Who must conduct sufficient drills and instruction to ensure all crew members are familiar with their duties?

- A. Master of the vessel**
- B. Chief officer
- C. Safety officer
- D. Passenger

The main idea here is that the person in command must ensure the crew is ready for emergencies. The master of the vessel has the primary responsibility for safety aboard, so they must organize, supervise, and carry out enough drills and instruction so every crew member knows exactly what to do in various situations and can perform their duties under pressure. This includes practicing emergency procedures, assigned tasks, and communication during events like fires, flooding, abandon ship, or a man overboard, tailored to the vessel's equipment and operations. The master's role is to establish and maintain a training program, verify that it meets regulatory requirements, and ensure familiarity across all crew, not just a subset of personnel. While other roles may assist with safety training, they do not carry the same overarching duty to guarantee every crew member understands their specific duties and can carry them out when needed. Passengers are not responsible for conducting drills or ensuring crew readiness.

6. Which official must approve changes that affect structural integrity, such as removing a watertight bulkhead, for compliance?

- A. Captain of the Port
- B. Harbor Master
- C. Officer in Charge, Marine Inspection**
- D. Coast Guard Sector Commander

When a modification could affect a vessel's structural integrity, approval must come from the Officer in Charge, Marine Inspection. This Coast Guard official is responsible for reviewing alterations to a vessel's structure and subdivision to ensure continued compliance with safety regulations and that the ship remains seaworthy. Removing a watertight bulkhead changes subdivision and flood protection, which directly impacts survivability, so the plans and calculations are evaluated and a determination is made about whether the change can proceed and what conditions must be met. The OCMI may require drawings, calculations, and surveys and will issue the necessary certification or limitations after review. Other officials, like the Captain of the Port or Sector Commander, oversee broader port safety and operations but do not individually approve alterations that affect a vessel's structural integrity.

7. If a vessel does not have automatic emergency lighting, what type of lighting is required?

- A. True**
- B. False
- C. Only When Underway
- D. Only If The Crew Is More Than Two

Emergency lighting must be available to light the way to safety in a power outage, and if automatic emergency lighting isn't installed, an alternative form of emergency lighting is required. In practical terms, this means having portable, battery-powered lighting—such as hand-held flashlights or lanterns—that can be quickly deployed to illuminate escape routes, stairs, muster stations, and other critical areas when the main power fails. The purpose is to preserve visibility so crew can safely move to safety or reach lifesaving equipment despite an electrical loss. This requirement isn't conditioned on whether the vessel is underway or on the number of crew aboard, so those factors don't change the need for alternative emergency lighting. Therefore, stating that some form of emergency lighting is required when automatic emergency lighting is not present is correct.

8. Which action is NOT part of a prudent storm avoidance plan?

- A. Re-route if possible.
- B. Adjust speed.
- C. Seek shelter if needed.
- D. Ignore weather updates.**

Staying informed about weather and acting on that information is essential for avoiding storms. A prudent storm avoidance plan relies on understanding forecasts and making timely decisions to reduce exposure. Re-routing if possible lets you steer away from the storm's path, decreasing wind, waves, and current pressures on the vessel. Adjusting speed helps you manage stability and maneuverability; slowing down can lessen pounding and give you more time to react to changing conditions. Seek shelter if needed provides a safe refuge when seas and winds become dangerous, reducing the risks to crew and vessel. Ignoring weather updates defeats the purpose of planning and leaves you vulnerable to sudden changes, making it harder to avoid hazardous conditions.

9. What is the recommended practice for loading deck cargo?

- A. Load as quickly as possible.
- B. Keep CG high for better visibility.
- C. Lash cargo loosely and stack high.
- D. Distribute weight evenly, lash securely, and keep CG low; avoid top-heaviness.**

Proper loading of deck cargo centers on maintaining stability and preventing movement during the voyage. Heaviest items should sit low and as close to the center of the vessel as possible, ideally midships, to lower the center of gravity and reduce the tendency to heel or trim excessively in waves. Every piece of cargo must be lashed securely with appropriate tie-downs and chafing gear, and use dunnage to spread loads and prevent shifting or damage. Avoid stacking cargo too high; top-heavy configurations are easy to destabilize when the boat encounters rollers or turns, risking loss of cargo or capsizing. By distributing weight evenly, keeping the center of gravity low, and securing everything firmly, the vessel stays more controllable and safer in rough conditions.

10. Life floats must be equipped with what?

A. Paddles

B. Whistles

C. Horns

D. Mirrors

Life floats are throwable flotation devices used to help a person in the water. The key skill in using them is being able to control and position the device so the person can grab it and be assisted to safety. A paddle gives you a simple way to propel or maneuver the life float toward the casualty, especially if wind, waves, or current push the device away. It helps you keep the life float in reach and make precise placements for the rescue, which is why a paddle is the essential addition among the options. The other items are signaling or signaling-related tools, but they don't directly enhance your ability to maneuver the life float to the person in need.

SAMPLE

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://uscgmaster25to100tonlicense.examzify.com>

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

SAMPLE