

WATER SURVIVAL 929 PRACTICE TEST (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. If a davit launched raft is used, liferafts may be boarded at ____?
 - A. The embarkation deck
 - B. The main deck
 - C. The aft deck
 - D. The forecastle deck
2. What triggers inflation of the raft?
 - A. A CO2 cylinder activated by a tug on the painter-operating cord
 - B. Manual hand pump
 - C. Solar inflator
 - D. Burst disc
3. How many portable hand held radios (VHF SCT) are required for smaller cargo vessels between 300 and 500 tons?
 - A. 1
 - B. 3
 - C. 2
 - D. 4
4. A ____ is capable of automatically controlling the lowering of a fully equipped and fully loaded lifeboat.
 - A. governor brake
 - B. automatic lever
 - C. emergency brake
 - D. pilot wheel
5. What causes the packing bands to break on an inflating liferaft?
 - A. Inflation of the raft
 - B. Water exposure
 - C. Temperature change
 - D. Sunlight exposure

- 6. To receive the painter, the lifeboat must go which side of the davit?**
- A. Aft of the davit
 - B. Forward of the davit
 - C. Port of the davit
 - D. Starboard of the davit
- 7. What is the maneuvering speed and endurance of Fast Rescue Boats?**
- A. Maneuvering speed of 6 knots for at least 4 hours
 - B. Maneuvering speed of 8 knots for 2 hours
 - C. Maneuvering speed of 3 knots for 1 hour
 - D. Maneuvering speed of 12 knots for 6 hours
- 8. What is the maneuvering speed of lifeboats if it was towing the largest lifeboat on the ship, fully loaded with crew and equipment?**
- A. 3 knots
 - B. 4 knots
 - C. 5 knots
 - D. 2 knots
- 9. Manropes are made of which material?**
- A. Manila or fiber rope
 - B. Nylon rope
 - C. Polyester rope
 - D. Stainless steel cable
- 10. One or more ____ are provided in each lifeboat to allow water to run out when the boat is lifted.**
- A. Hatches
 - B. Drains
 - C. Valves
 - D. Scuppers

Answers

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

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Explanations

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1. If a davit launched raft is used, liferafts may be boarded at ___?

A. The embarkation deck

B. The main deck

C. The aft deck

D. The forecastle deck

When a liferaft is launched by a davit, boarding is done from the embarkation deck because that area is the designated access point where the raft is brought close to the ship and equipped with ladders or ramps to step directly into the raft. This setup keeps evacuees at a convenient height and reduces the distance and complexity of getting into the raft in an emergency. The other decks—main, aft, or forecastle—are not aligned with the raft's lowering point or its onboard access points, making boarding from those locations impractical and slower.

2. What triggers inflation of the raft?

A. A CO2 cylinder activated by a tug on the painter-operating cord

B. Manual hand pump

C. Solar inflator

D. Burst disc

Inflation is triggered by releasing the stored CO2 gas from the cylinder through a burst disc when you pull the painter-operating cord. The tug activates a mechanism that punctures the disc and opens the valve, allowing gas to rush into the raft and inflate it rapidly. Manual pumping would be much too slow for quick deployment, a solar inflator isn't a standard feature on liferafts, and the burst disc by itself isn't the trigger—it's the safety seal that's ruptured by pulling the painter cord to release the gas.

3. How many portable hand held radios (VHF SCT) are required for smaller cargo vessels between 300 and 500 tons?

A. 1

B. 3

C. 2

D. 4

Two portable VHF handheld radios are required for smaller cargo vessels in that tonnage range. The idea is to have redundancy so you can maintain communication even if one radio is out of service or not easily accessible in an emergency. In practice, you'd keep one handheld on the bridge and another in a location like a lifeboat or near the deck area, ensuring distress calls and coordination with other vessels or rescue services can continue from different parts of the ship. Having only one radio risks losing all communication if that unit fails or becomes inaccessible, while having more than two isn't typically required for this category of vessel.

4. A ___ is capable of automatically controlling the lowering of a fully equipped and fully loaded lifeboat.

A. governor brake

B. automatic lever

C. emergency brake

D. pilot wheel

The key idea is automatic control of the lifeboat's descent. A governor brake is designed to regulate the lowering speed so a fully equipped and loaded lifeboat descends smoothly and safely, preventing it from dropping too fast or becoming unstable as weight and conditions change. It engages automatically as lowering begins, maintaining a controlled, steady rate without requiring manual intervention. The other options don't fit this role: an automatic lever isn't a standard device for controlling lowering speed; an emergency brake is meant only to stop the descent in an emergency rather than govern regular lowering; and a pilot wheel is used for steering, not controlling the lowering mechanism.

5. What causes the packing bands to break on an inflating liferaft?

A. Inflation of the raft

B. Water exposure

C. Temperature change

D. Sunlight exposure

When the liferaft starts to inflate, it expands from a compact pack to a fully buoyant raft in a split second. The packing bands are the tight restraints that hold it compact inside the canister. As air rushes in and the raft unfolds, the fabric and chambers push outward with a lot of force, putting a sudden, high tensile load on those bands. If the bands are aged, damaged, or overstretched, they can snap under that rapid tension, letting the raft unfurl and surface. Water exposure, sunlight, or temperature changes are longer-term factors that can degrade materials, but the immediate break during activation comes from the strong expansion forces of inflation.

6. To receive the painter, the lifeboat must go which side of the davit?

A. Aft of the davit

B. Forward of the davit

C. Port of the davit

D. Starboard of the davit

Receiving the painter happens as the lifeboat is lowered and the line from the boat's bow is brought aboard to be secured. Positioning yourself forward of the davit puts you closest to that line as it comes in and keeps you clear of the davit arm. This allows a smooth grab and quick belaying on a forward deck fitting, keeping the boat at a safe distance from the ship's side as it settles into the water. If you were aft, or off to the sides, the line could foul on the davit or hull, making it harder to grab and secure quickly and increasing risk during the lowering. So, being forward of the davit best supports a controlled, safe transfer of the painter.

7. What is the maneuvering speed and endurance of Fast Rescue Boats?

A. Maneuvering speed of 6 knots for at least 4 hours

B. Maneuvering speed of 8 knots for 2 hours

C. Maneuvering speed of 3 knots for 1 hour

D. Maneuvering speed of 12 knots for 6 hours

Fast Rescue Boats are built to do two things at once: reach a scene quickly and stay put long enough to complete the rescue. The best choice describes a practical balance—a maneuvering speed that allows a fast approach, paired with endurance that enables several hours of on-scene operation. This combination ensures you can get to those in need and still have enough fuel and time to carry out the rescue tasks without stranded operations. Choices that emphasize very high speed but short endurance would limit how long you can stay and assist, while options with slower speed and brief duration wouldn't reach or sustain a rescue effectively. The described balance of steady maneuvering speed and extended endurance matches the typical mission profile of fast rescue boats.

8. What is the maneuvering speed of lifeboats if it was towing the largest lifeboat on the ship, fully loaded with crew and equipment?

A. 3 knots

B. 4 knots

C. 5 knots

D. 2 knots

When a lifeboat is towing the largest lifeboat that's fully loaded, the combined weight and the towline drag create much larger forces in waves and with steering inputs. Moving slowly minimizes these forces, keeps both boats under better control, reduces the risk of towline failure, and allows precise maneuvering in tight or crowded situations. Because of these safety considerations, the maneuvering speed in this setup is 2 knots; higher speeds would place excessive load on the tow and make steering and stopping much harder.

9. Manropes are made of which material?

A. Manila or fiber rope

B. Nylon rope

C. Polyester rope

D. Stainless steel cable

Manropes are lines meant to be handled by hand for climbing or assisting movement on decks and rigging. They need a texture that grips well and feels comfortable in the hand, even when wet. Manila rope, a natural fiber made from abaca, provides that gritty, secure grip and holds knots well, which is essential for reliable handholds. In contrast, synthetic ropes like nylon and polyester can be smoother and slicker when wet and nylon tends to stretch under load, both of which can reduce control and safety when you're gripping the rope. Stainless steel cable is rigid and hard on the hands, plus it conducts cold and can cause injury, making it unsuitable for manropes. For these reasons, Manila or other natural fiber rope is the best fit for manropes.

10. One or more ____ are provided in each lifeboat to allow water to run out when the boat is lifted.

A. Hatches

B. Drains

C. Valves

D. Scuppers

Drains are built into lifeboats to let water escape as soon as the boat is raised or tilts. They sit at the lowest points so gravity pulls the water out of the bilge, helping to shed weight and keep the boat stable during lowering or handling. Hatches aren't automatic drainage paths, valves would require action to open, and while scuppers are a type of drain, the test wording points to the general term drains. So the best fit is drains.

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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://watersurvival929.examzify.com>

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

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