AUXILIARY OFFICER AND ELECTRICAL DIVISION SECTION 1 COMMON CORE PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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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

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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.

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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!

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Questions

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1. What is the distance guideline for hazmat discharge?

A. None <12NM

B. Less than 5 NM

C. More than 30 NM

D. No discharge allowed

2. Which of the following represents Engineering Certifications?

A. A1-2, M1-4, T/C 2-4, C/TT

B. A1-2, M1-4, T/C 1-4, C/TT

C. A1-2, M1-3, T/C 1-4, C/TT

D. A1-1, M1-4, T/C 1-4, C/TT

3. The T/C-2/3/4 Certs pertain to which of the following?

A. Watch Team Safety Certs

B. Watch Team Training Certs

C. Certification for Transportation Team

D. Certification for Training Team

4. What is the second step in the ORM five-step process?

A. Identify hazards

B. Assess hazards

C. Make risk decisions

D. Implement controls

5. Which of the following is NOT a form of energy?

A. Potential energy

B. Kinetic energy

C. Mechanical energy

D. Color energy

6. Which of the following is NOT a major part of the EUG?

A. Weather routing protocols

B. Standard assumptions

C. Feedback reports

D. Points of contact

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7. Which practice should be followed when correcting a log entry?

A. Delete the original line

B. Overwrite the line with corrected text

C. Single line through the error, initial & date on the side, then make corrected entry

D. Add an errata page with new entry

8. OPNAVINST 3500.39C is associated with which concept?

A. Operational Risk Management

B. Quality Assurance

C. Environmental Compliance

D. Permit Authorization

9. Which NSTM would you consult for Electrical Safety?

A. NSTM 300

B. NSTM 262

C. NSTM 541

D. NSTM 555

10. Who is required to store safety data sheets (SDSs) or have access to them?

A. Engineering Department

B. Ship Medical and Supply

C. Deck Department

D. Combat Systems

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Answers

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

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Explanations

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1. What is the distance guideline for hazmat discharge?

A. None <12NM

B. Less than 5 NM

C. More than 30 NM

D. No discharge allowed

Hazmat discharges at sea are regulated to protect coastal areas, so the rule is to perform any discharge only when the vessel is at least 12 nautical miles away from land. That way, if anything is released, it has a much greater distance to dilute and disperse, reducing potential harm to shorelines and marine life. The phrase reflecting this rule — that there is none allowed closer than 12 nautical miles — matches this standard, meaning discharges inside 12 NM are not permitted. In practice, beyond 12 NM, discharges may be allowed if the waste meets required effluent standards and proper equipment and procedures are used, with records kept as required.

2. Which of the following represents Engineering Certifications?

A. A1-2, M1-4, T/C 2-4, C/TT

B. A1-2, M1-4, T/C 1-4, C/TT

C. A1-2, M1-3, T/C 1-4, C/TT

D. A1-1, M1-4, T/C 1-4, C/TT

Engineering Certifications are shown as a defined set of credential ranges across four areas, with the numbers indicating the levels you're certified for within each area. The correct representation uses A1-2, M1-4, T/C 1-4, and C/TT, which means you're certified in the A area up to level 2, in M up to level 4, in T/C across levels 1 through 4, and you hold the C/TT credential. This combination aligns with having the full M and T/C ranges, while A is limited to 1-2 and C/TT remains the established credential. Choices that show M1-3, or T/C 2-4, or A1-1 don't match the standard certification set, so they're not correct representations.

3. The T/C-2/3/4 Certs pertain to which of the following?

A. Watch Team Safety Certs

B. Watch Team Training Certs

C. Certification for Transportation Team

D. Certification for Training Team

T/C-2/3/4 certs are about training and qualifying the watch team for their duties. The T/C designation suggests training and certification, and the phrase "Watch Team" identifies the group these certs apply to—the crew on duty monitoring and operating equipment. So the certs ensure the watch team has completed the required training to perform their tasks and follow procedures, respond to alarms, and maintain safety while on watch. The other options don't fit as well because they shift the focus away from the watch team or mislabel what the certifications cover. A watch team safety cert would be about safety-specific credentials, not the ongoing training requirements for watch duties. A certification for a transportation team or for a training team would reference different units entirely, not the watch team responsible for monitoring and responding to the system.

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4. What is the second step in the ORM five-step process?

A. Identify hazards

B. Assess hazards

C. Make risk decisions

D. Implement controls

In the ORM five-step process, after you've identified what hazards exist, the next move is to assess hazards. This means judging how likely each hazard is to cause harm and how severe the harm could be, given how people are exposed to it and what controls are already in place. By evaluating probability and severity, you assign a risk level to each hazard and see where current controls are adequate or where they fall short. This assessment helps you prioritize which hazards need attention and informs the subsequent decision about how to mitigate risk. The other steps—making risk decisions and implementing controls—depend on this assessment, and identifying hazards comes first, but it's the evaluating part that sets up effective, targeted action.

5. Which of the following is NOT a form of energy?

A. Potential energy

B. Kinetic energy

C. Mechanical energy

D. Color energy

Energy comes in several recognized forms, and understanding the difference helps categorize what you observe. Kinetic energy is the energy of motion, and potential energy is the energy stored due to position in a field. Mechanical energy is the total amount of energy from those two kinds in a system. Color energy isn't an established category of energy in physics. Color describes how we perceive light of different wavelengths, and while light itself carries radiant (electromagnetic) energy, there isn't a separate form called "color energy." So the option that doesn't fit as a form of energy is the one labeled by color energy.

6. Which of the following is NOT a major part of the EUG?

A. Weather routing protocols

B. Standard assumptions

C. Feedback reports

D. Points of contact

Understanding how the EUG is used hinges on coordination, communication, and documented procedures that teams rely on during operations. The major parts fit this pattern: standard assumptions establish a common starting point so everyone operates under the same expectations; feedback reports capture what happened, what worked, and what could be improved for future actions; and points of contact ensure there are clear, reliable lines of communication across all involved parties. Weather routing protocols focus on choosing routes based on weather conditions, which is planning and logistics work outside the EUG's main role of coordinating and standardizing how teams interact and report. Because of that, weather routing protocols aren't considered a major part of the EUG.

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7. Which practice should be followed when correcting a log entry?

A. Delete the original line

B. Overwrite the line with corrected text

C. Single line through the error, initial & date on the side, then make corrected entry

D. Add an errata page with new entry

Preserving a clear, auditable history in a log is essential. When an error is found, you don't erase it; you mark it in a way that shows what was there, who fixed it, and when. The best practice is to draw a single line through the incorrect text so it remains legible, write your initials and the date beside it to show who made the correction and when, and then enter the corrected information. This keeps the original record visible and creates a straightforward, verifiable trail of changes, which is crucial for safety, compliance, and accountability. Deleting the line removes the history and can make it impossible to understand what happened. Overwriting hides the original content and breaks the traceability. Adding a separate errata page can be useful in some systems, but it risks disconnecting the correction from the original entry unless carefully linked and cross-referenced.

8. OPNAVINST 3500.39C is associated with which concept?

A. Operational Risk Management

B. Quality Assurance

C. Environmental Compliance

D. Permit Authorization

Operational Risk Management is the process of systematically identifying hazards, assessing the level of risk, and applying controls to reduce that risk in Navy operations. OPNAVINST 3500.39C is the Navy instruction that codifies this approach, laying out how ORM should be applied at all levels—from planning and briefing to execution and debriefing. It emphasizes steps like identifying hazards, assessing risk (considering probability and severity), developing and implementing controls, making informed risk decisions, and supervising to ensure controls stay effective. This instruction isn't about Quality Assurance, Environmental Compliance, or Permit Authorization, which are governed by different policies. So the concept tied to OPNAVINST 3500.39C is operational risk management.

9. Which NSTM would you consult for Electrical Safety?

A. NSTM 300

B. NSTM 262

C. NSTM 541

D. NSTM 555

Electrical safety guidance is found in the volume that covers electrical engineering within the NSTM set. This volume consolidates safety requirements, procedures, and standards for working on shipboard electrical systems, including proper PPE, lockout/tagout practices, and safe testing methods. Because it focuses specifically on how to handle and protect personnel when dealing with electrical work, it's the appropriate source to consult for Electrical Safety. The other volumes cover different subject areas and don't concentrate on electrical safety practices, so they aren't the right reference for this topic.

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10. Who is required to store safety data sheets (SDSs) or have access to them?

A. Engineering Department

B. Ship Medical and Supply

C. Deck Department

D. Combat Systems

Safety data sheets are the go-to reference for chemical hazards and safe handling. The department responsible for storing and providing access to SDSs on a ship is the Ship Medical and Supply team. They manage the inventory of chemicals and medical supplies, track what hazardous substances are on board, and ensure the SDSs are readily available to anyone who may handle or be exposed to those substances. Having a central, accessible repository supports quick access during routine work and emergencies and underpins proper training and regulatory compliance. While other departments may use or store SDSs for their specific materials, the formal responsibility to maintain and provide access to them rests with Ship Medical and Supply.

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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://auxoelectrosec1commoncore.examzify.com

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

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