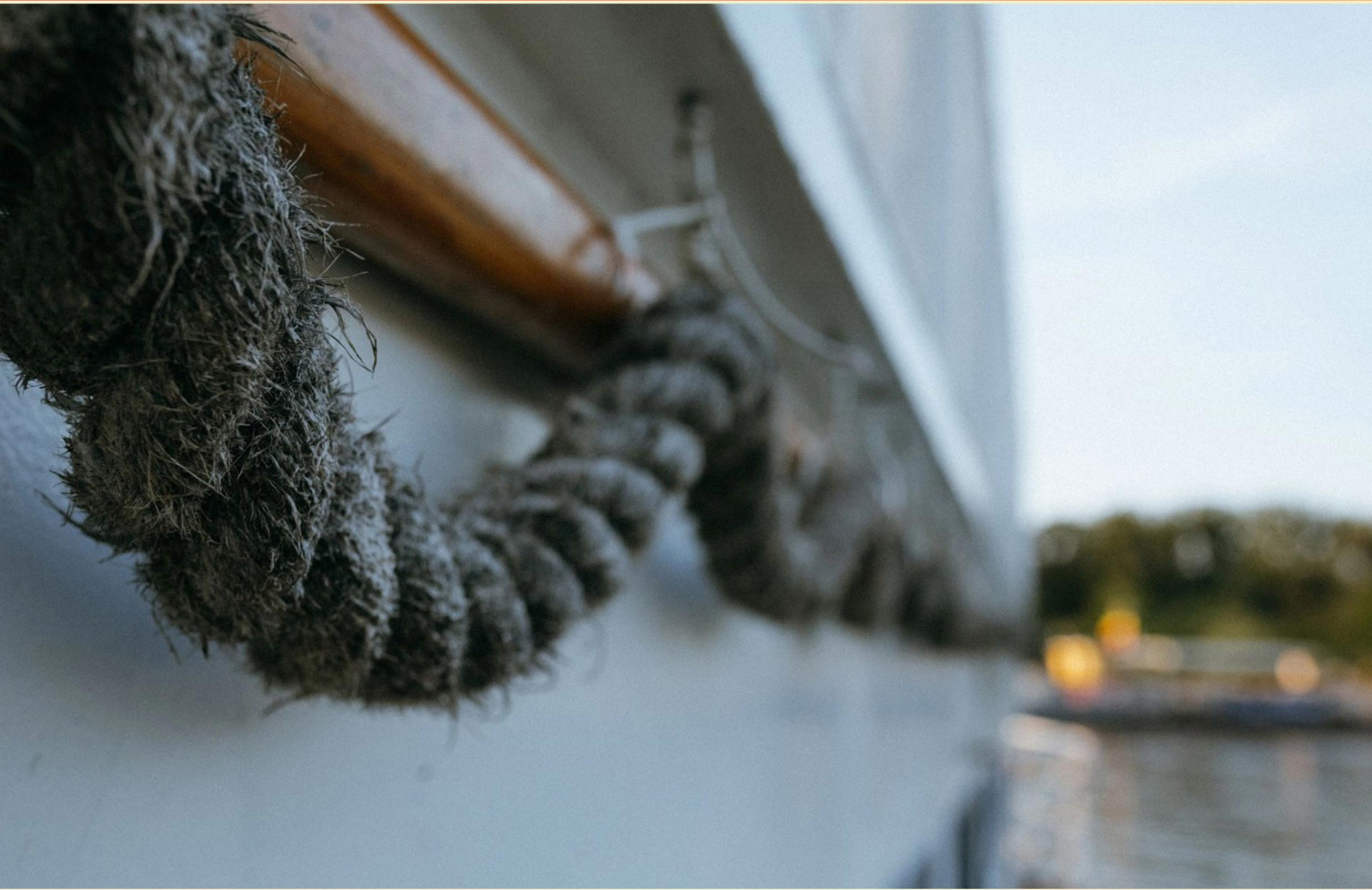


# **CAL POLY MARITIME – MARLINSPIKE (DL 1115) PRACTICE TEST (SAMPLE)**

**STUDY GUIDE**



**SAMPLE STUDY GUIDE  
WITH LIMITED QUESTIONS**

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

<https://calmaritimedl1115.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 device serves as the safety stopper preventing the chain from paying out if the cable jumps the wildcat?
  - A. Devil's claw
  - B. Gudgeon pin
  - C. Capstan
  - D. Riding pawl
2. Whipping the bitter end of a rope serves to prevent fraying.
  - A. True
  - B. False
  - C. Partially true
  - D. Not applicable
3. The knot used to join two lines or two large hawsers for towing is called a \_\_\_\_\_.
  - A. Becket bend
  - B. Bowline
  - C. Carrick bend
  - D. Double carrick bend
4. The load chart relates safe working load to load radius enabling calculation of allowable load when combined with which two crane parameters?
  - A. Load radius and boom length
  - B. Load radius and wind speed
  - C. Boom length and load height
  - D. Wind speed and diameter of rope
5. In a tackle, the standing part is:
  - A. The free end that you haul on
  - B. That part of the falls made fast to one of the blocks
  - C. The portion that passes over the sheave
  - D. The middle segment

6. Which statement accurately describes the purpose of galvanizing wire rope used on ships?
- A. It increases tensile strength
  - B. It protects against corrosion from saltwater
  - C. It reduces weight
  - D. It improves electrical conductivity
7. A line run from your power capstan and around timber heads on your tow and made fast on the new barge is called
- A. capstan line
  - B. hawser
  - C. messenger
  - D. lashing
8. The purpose of the stripping bar on an anchor windlass is to \_\_\_\_\_.
- A. Prevent the chain from fouling the wildcat
  - B. Guide the chain to the windlass
  - C. Secure the anchor
  - D. Lift the anchor
9. What is the name of a mooring line leading about 45 degrees to the keel to control forward or backward movement?
- A. Lashings
  - B. Spring line
  - C. Stern line
  - D. Bow line
10. You would properly secure a gantline to a bosun's chair with a \_\_\_\_\_.
- A. bowline
  - B. double sheet bend
  - C. clove hitch
  - D. figure eight

## **Answers**

SAMPLE

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

SAMPLE

## **Explanations**

SAMPLE

**1. Which device serves as the safety stopper preventing the chain from paying out if the cable jumps the wildcat?**

- A. Devil's claw
- B. Gudgeon pin
- C. Capstan

**D. Riding pawl**

*The safety stopper is the riding pawl. On a windlass or capstan with a wildcat, the pawl is a hinged tooth that engages the gear teeth to prevent reverse motion. The riding pawl specifically is arranged to engage if the chain tries to back off or jump off the wildcat, stopping further payout and holding the chain in place. This one-way locking action keeps the gear from running loose if the cable slips, which is exactly the function a safety device must perform. The capstan is the driving drum itself, not the locking element. The gudgeon pin is just a pin used in hinges or linkages, not the chain-safety mechanism. The devil's claw isn't the device used to prevent chain payout in this context.*

**2. Whipping the bitter end of a rope serves to prevent fraying.**

- A. True**
- B. False
- C. Partially true
- D. Not applicable

*Whipping the bitter end prevents fraying by binding the rope's end fibers together. The bitter end is the loose, cut end of a rope, which would unravel if left exposed. By wrapping a length of twine tightly around this end and securing it, the fibers are held in place and a protective seal is created. This stops further unraveling and also makes the end easier to handle or splice later. So this statement is true, since whipping specifically serves to prevent fraying.*

**3. The knot used to join two lines or two large hawsers for towing is called a**

- \_\_\_\_\_.
- A. Becket bend
  - B. Bowline
  - C. Carrick bend**
  - D. Double carrick bend

*When joining two lines or large hawsers for towing, you want a knot that holds under strong tension and can be untied after being loaded. The Carrick bend does this by weaving the lines in a symmetrical interlace around each other's standing parts, which distributes the load evenly and resists slipping or capsizing as the tow line tightens. It's strong, relatively stable under heavy pull, and easier to untie after a tow compared to many other bends. The other options aren't ideal for towing two lines: a bowline creates a fixed loop rather than a join; a becket bend is a reliable join but can jam under heavy load; the double carrick bend offers extra security but is not usually necessary for standard towing, where the Carrick bend provides sufficient strength and easier untying.*

**4. The load chart relates safe working load to load radius enabling calculation of allowable load when combined with which two crane parameters?**

- A. Load radius and boom length**
- B. Load radius and wind speed
- C. Boom length and load height
- D. Wind speed and diameter of rope

*The main idea here is that a crane's lifting capacity is defined by its geometry. The load chart shows Safe Working Load as a function of how far the load is from the crane's rotation point (the load radius) and for different boom lengths. To compute what you can lift for a given setup, you choose the boom length on the chart and read the SWL at the required radius. The two parameters that determine the allowable load in this chart are the load radius and the boom length because changes in either directly change the capacity shown on the chart. Wind speed and other factors can further reduce capacity, but they're applied separately from the basic radius/boom-length relationship.*

**5. In a tackle, the standing part is:**

- A. The free end that you haul on
- B. That part of the falls made fast to one of the blocks**
- C. The portion that passes over the sheave
- D. The middle segment

*The main idea is that the standing part is the portion of the rope that is fixed and does not move when the tackle is used. In a block-and-tackle setup, one end of the rope is secured to a block or to a fixed point, and that secured segment stays in place while you haul on the other end to lift or move a load. That anchored portion is what we call the standing part. The part you actually pull on, which moves, is the running part. The section that goes over a pulley and the middle section between blocks both move as you operate the tackle, so they aren't the standing part.*

**6. Which statement accurately describes the purpose of galvanizing wire rope used on ships?**

- A. It increases tensile strength
- B. It protects against corrosion from saltwater**
- C. It reduces weight
- D. It improves electrical conductivity

*Protecting metal rope from corrosion in a marine environment is the main purpose of galvanizing. The zinc coating acts as a sacrificial layer, so in saltwater the zinc corrodes first, shielding the steel core and slowing rusting. This extends the rope's life and reduces maintenance in harsh sea conditions. Galvanizing doesn't boost the rope's tensile strength, nor does it meaningfully reduce weight, and it isn't intended to improve electrical conductivity.*

**7. A line run from your power capstan and around timber heads on your tow and made fast on the new barge is called**

- A. capstan line**
- B. hawser
- C. messenger
- D. lashing

*When towing with a capstan, you use the line that is worked by the capstan itself to control and pull the tow. The line is run out from the capstan, routed around the timber heads on the tow to guide and secure the pull, and then made fast on the new barge. This specific line—the one manipulated by the capstan during the maneuver—is called the capstan line. The other terms don't fit this exact role: a hawser is the towing rope in general, a messenger is a smaller line used to pass gear, and lashing is securing vessels or gear rather than naming the capstan-controlled towing line.*

**8. The purpose of the stripping bar on an anchor windlass is to \_\_\_\_\_.**

- A. Prevent the chain from fouling the wildcat**
- B. Guide the chain to the windlass
- C. Secure the anchor
- D. Lift the anchor

*The stripping bar is there to keep the chain from fouling the windlass's wildcat as it moves on and off the drum. It sits at the top of the windlass to guide and strip the chain away from the wheel, so the chain doesn't ride up or jam in the grooves. By letting the chain drop cleanly into the chain locker or lay properly on the deck, it prevents snagging and wear and makes paying out or pulling in smoother. It isn't about securing or lifting the anchor, and the windlass's other parts (like the gypsy or fairlead) handle guiding the chain; the stripping bar's job is to prevent fouling of the wildcat.*

**9. What is the name of a mooring line leading about 45 degrees to the keel to control forward or backward movement?**

- A. Lashings
- B. Spring line**
- C. Stern line
- D. Bow line

*A spring line is the mooring line that runs at an angle, about 45 degrees to the keel, to resist forward or backward movement of the vessel along the dock. By not pulling straight ahead or straight astern, the line creates tension that holds the boat in place as it tries to drift due to wind, current, or tidal changes. In practice you use a forward and/or aft spring to control fore aft motion, often paired with bow and stern lines to secure the ends. Lashings secure gear or items on deck, not the boat's position at the dock. A bow line attaches the bow to the dock to control how close the bow sits to the quay, while a stern line does the same for the stern. These primarily limit movement at a single end rather than the boat's overall fore aft drift.*

10. You would properly secure a gantline to a bosun's chair with a \_\_\_\_\_.

- A. bowline
- B. double sheet bend**
- C. clove hitch
- D. figure eight

*When you're connecting two lines that will carry a load, you want a knot that securely binds them together and stays firm under tension yet can be untied later. The double sheet bend does exactly that: it joins two lines (often of different thickness) with an extra turn, which increases friction and resistance to slipping. In a gantline to bosun's chair setup, you're effectively tying the gantline to another line that runs to the chair, so a reliable bend is essential. The extra wrap in the double sheet bend helps prevent slipping and makes it easier to untie after it's been loaded. Other knots aren't as well suited for this purpose: a bowline creates a fixed loop but doesn't effectively join two lines; a clove hitch is quick but can slip under load; a figure eight is good as a stopper or for certain single-line uses but not the best choice for securely joining two different lines in a hoist.*

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](mailto:hello@examzify.com).

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

<https://calmaritimedl1115.examzify.com>

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

SAMPLE