CALIFORNIA YACHT AND SHIP LICENSING PRACTICE EXAM (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

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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 proper MOB recovery sequence?

A. Shout, keep the MOB in sight, throw flotation, reverse course with a controlled turn, and execute a pickup using appropriate rescue procedures.

B. Shout, throw flotation, then immediately dive to recover the MOB.

C. Shout, keep the MOB in sight, circle the area without changing course, then recover using a grappling hook.

D. Shout only and wait for rescue.

2. In a passing scenario, if it is safe to pass on the starboard side, which statement is true?

A. You should always pass on the port side

B. You may pass on the overtaken vessel's starboard side if it is safe

C. You must pass on the bow

D. You should reverse course and stop

3. What must an LLC do to continue after July 1, 2001?

A. Become a sole proprietor, partnership, or corporation

B. Dissolve the LLC

C. Register as a trust

D. Apply for a new LLC license

4. In a narrow channel, which vessels should yield to others?

A. Crossing vessels should yield to those in the channel

B. Those in the channel yield to crossing vessels

C. All vessels must circle to determine priority

D. The vessel with the least maneuvering capability yields

5. For vessels under 39.4 ft, which of the following nav light configurations is valid?

A. 360 stern light and forward red/green

B. Masthead light forward, red/green side lights, and stern light

C. Both A and B are valid configurations

D. Neither A nor B are valid configurations

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6. What is the required bond amount for a broker license?

A. $5,000

B. $10,000

C. $15,000

D. $20,000

7. Under licenses to partnerships, how many partners may engage in business with a single license?

A. All partners may engage in business with one license

B. One partner may engage in business with one license

C. Any partner designated in the license

D. None

8. Which factor on a nautical chart indicates the angular difference between true north and magnetic north?

A. Depths

B. Magnetic variation

C. Scale

D. Projection

9. What does bearing mean?

A. The direction to a fixed object from your vessel, expressed in degrees relative to north.

B. The speed of your vessel relative to the water.

C. An angle between bow and stern.

D. The wind direction relative to the vessel.

10. Which vessel is required to have a waste management plan?

A. Vessels 40 ft plus with a galley

B. Vessels 40 ft or less

C. All vessels with cabins

D. Vessels 26 ft to 40 ft

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Answers

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

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Explanations

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1. What is the proper MOB recovery sequence?

A. Shout, keep the MOB in sight, throw flotation, reverse course with a controlled turn, and execute a pickup using appropriate rescue procedures.

B. Shout, throw flotation, then immediately dive to recover the MOB.

C. Shout, keep the MOB in sight, circle the area without changing course, then recover using a grappling hook.

D. Shout only and wait for rescue.

The essential idea is to act quickly and safely to bring the person back aboard by following a clear, proven sequence. First, shout a clear alert to everyone on board so the MOB is recognized and the crew knows what's happening. Then keep the MOB in sight at all times, maintaining visual contact so you don't lose track of their position. Immediately throw a flotation device to help the person stay afloat and signal their location, giving them something buoyant to hold onto and reducing exhaustion from treading water. After that, reverse course with a controlled turn so you return to the MOB efficiently without losing sight or creating hazardous conditions in the area. Finally, recover the MOB using proper rescue procedures—draw the person alongside or bring a line, ring buoy, or other equipment within reach and secure their safe onboard. This sequence prioritizes speed, visibility, buoyancy, and a safe, organized recovery. Options that involve diving, circling without changing course, or waiting for rescue fail to provide immediate buoyancy, lose sight of the MOB, or waste precious seconds, which increases risk.

2. In a passing scenario, if it is safe to pass on the starboard side, which statement is true?

A. You should always pass on the port side

B. You may pass on the overtaken vessel's starboard side if it is safe

C. You must pass on the bow

D. You should reverse course and stop

In an overtaking scenario, the vessel behind may pass on either side of the vessel ahead as long as it is safe and the overtaking vessel keeps clear until it has fully passed. So, passing on the starboard side is allowed if there's room and it can be done safely. This is why that statement is correct: safety and clear passage determine how you overtake, not a mandated side. There's no requirement to pass on the port side, nor to pass on the bow or to reverse course and stop; the key is doing it safely and staying clear of the other vessel.

3. What must an LLC do to continue after July 1, 2001?

A. Become a sole proprietor, partnership, or corporation

B. Dissolve the LLC

C. Register as a trust

D. Apply for a new LLC license

The behavior the question is testing is how a legal entity must align with licensing rules that existed after a specific date. After July 1, 2001, the licensing framework required that an LLC continue its business through a traditional business form rather than remain as an LLC for those licenses. Converting the business to a sole proprietorship (if there's a single owner), a partnership (if there are multiple owners without corporate formality), or a corporation ensures the entity matches the recognized forms for ongoing licensure and regulatory compliance. Dissolving would end the business and its licenses, registering as a trust isn't a recognized business form for these licenses, and simply applying for a "new" LLC license would keep the entity in the LLC structure, which the rule did not permit for continued operation.

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4. In a narrow channel, which vessels should yield to others?

A. Crossing vessels should yield to those in the channel

B. Those in the channel yield to crossing vessels

C. All vessels must circle to determine priority

D. The vessel with the least maneuvering capability yields

In a narrow channel, the vessel that is navigating along the channel has priority because there's limited space for maneuvering. Vessels in the channel should maintain their course and speed, and any crossing vessel must yield to them to avoid blocking the corridor and to reduce collision risk. The crossing vessel should take early, clear action to pass safely or wait until the channel is clear. This approach keeps traffic orderly in a confined waterway.

5. For vessels under 39.4 ft, which of the following nav light configurations is valid?

A. 360 stern light and forward red/green

B. Masthead light forward, red/green side lights, and stern light

C. Both A and B are valid configurations

D. Neither A nor B are valid configurations

For small power-driven vessels, navigation lights can be met in two valid ways. You can display the standard setup: a white forward light (masthead) indicating you're underway, plus white light at the stern, with red sidelight on the port side and green sidelight on the starboard side. Alternatively, for shorter craft, you may use a single white all-around light (a 360-degree light) in place of separate forward and stern white lights, while still showing the red and green sidelights to indicate direction. Both arrangements keep you visible to other vessels and clearly indicate your heading, which is why each configuration is considered valid for vessels under 39.4 feet.

6. What is the required bond amount for a broker license?

A. $5,000

B. $10,000

C. $15,000

D. $20,000

The bond amount required for a broker license is fifteen thousand dollars. This is the amount set by California regulations to protect the public from financial harm if a broker engages in misconduct, such as misappropriating funds or failing to perform duties. The bond is posted with a surety company and remains in force for the license term; claims against it can be paid up to the $15,000 limit. It's a guarantee for regulatory compliance and handling client funds, not a measure of the broker's competence, and it's distinct from any insurance a broker might carry.

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7. Under licenses to partnerships, how many partners may engage in business with a single license?

A. All partners may engage in business with one license

B. One partner may engage in business with one license

C. Any partner designated in the license

D. None

In licenses issued to partnerships, only a single designated partner is authorized to engage in business under that license. The license, while issued to the partnership, ties its authority to one specific individual who acts as the licensee. This ensures clear accountability and compliance for who may conduct the licensed activities. Therefore, with one license, only one partner may engage in business. If another partner needs to operate under a license, a separate license or an additional designation would be required.

8. Which factor on a nautical chart indicates the angular difference between true north and magnetic north?

A. Depths

B. Magnetic variation

C. Scale

D. Projection

Magnetic variation is the angular difference between true north (geographic north) and magnetic north as shown on a nautical chart. It's labeled on the chart near the compass rose as Variation, with an East or West value. This value tells you how far off your compass reading is from true bearings, so you can convert between true and magnetic directions as you navigate. For example, if the true bearing is 60 degrees and the variation is 5 degrees West, the magnetic bearing would be 60 + 5 = 65 degrees; if the variation were 5 degrees East, the magnetic bearing would be 60 - 5 = 55 degrees. The other features—depths indicate water depth, scale shows the distance represented on the chart, and projection describes how the globe is mapped to the chart—do not indicate the angular difference between north references.

9. What does bearing mean?

A. The direction to a fixed object from your vessel, expressed in degrees relative to north.

B. The speed of your vessel relative to the water.

C. An angle between bow and stern.

D. The wind direction relative to the vessel.

In navigation, bearing is the direction from your vessel to a fixed object, expressed as degrees measured from north. This gives you a precise line of sight to a lighthouse, buoy, or other landmark, which you can use to plot where you are or where you're going. It's typically a true bearing—relative to true north—unless you're converting for magnetic navigation, in which case you'd adjust for variation. This differs from the speed of your vessel relative to the water, which is a measurement of how fast you're moving rather than direction. It also isn't the angle between the bow and stern, which would be an internal angle of the vessel, not a bearing to an object. And it isn't the wind direction relative to the vessel, which is the direction the wind is coming from (wind bearing), not the direction to a fixed object.

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10. Which vessel is required to have a waste management plan?

A. Vessels 40 ft plus with a galley

B. Vessels 40 ft or less

C. All vessels with cabins

D. Vessels 26 ft to 40 ft

Waste management plans are required for vessels that can generate significant wastewater and need a formal way to prevent pollution. Specifically, the rule targets boats that are 40 feet in length or longer and have a galley, because a galley creates wastewater from kitchens and plumbing that must be managed properly. The plan outlines how wastewater will be stored, treated, and disposed of in a manner compliant with regulations, including pump-out procedures and locations. If a vessel is under 40 feet or does not have a galley, the requirement typically does not apply. That's why the option describing vessels 40 feet plus with a galley is the correct one.

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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:

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

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