CAPTAIN'S RULES OF THE ROAD PRACTICE TEST (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. When approaching another vessel and not sure whether danger of collision exists, you must assume there is risk of collision.

A. There Is No Risk of Collision

B. There Is Risk of Collision

C. Collision Is Impossible

D. You Should Increase Speed to Cross First

2. According to the Navigation Rules, all of the following are engaged in fishing EXCEPT a vessel trolling.

A. trolling

B. nets

C. lines

D. trawls

3. Five or more short blasts on a vessel's whistle indicates that she is

A. Signaling to pass on the port side

B. In doubt as to whether another vessel is taking sufficient action to avoid a collision

C. Not underway

D. Changing course to starboard

4. In fog, a 25 meter vessel that is anchored must

A. rapidly ring her bell for 5 seconds at intervals of no more than 1 minute.

B. sound two short blasts every minute.

C. shine a white light every 30 seconds.

D. sound one prolonged blast every two minutes.

5. Which lights indicate a head-on situation at night?

A. Only a stern light

B. No lights visible

C. Only sidelights visible

D. Both sidelights and masthead lights visible

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6. Underway at night, you see the red sidelight of a vessel well off your port bow. Which statement is true?

A. You may reduce speed and alter course to starboard

B. You must turn to port immediately

C. You may maintain course and speed

D. You must signal with sound

7. While underway in fog, you hear a prolonged blast from another vessel. This signal indicates a

A. Power-driven vessel underway, making way

B. Sailing vessel underway

C. Vessel not underway

D. Vessel at anchor

8. When action to avoid a close-quarters situation is taken, a course change alone may be the most effective action provided that it is a large course change.

A. Any Minor Course Change Will Suffice

B. Only Speed Change Is Effective

C. Do Nothing and Maintain Course

D. A Large Course Change

9. In a crossing on open water, a vessel fishing is in a crossing with a sailing vessel on its starboard side. Which vessel is the stand-on vessel?

A. The fishing vessel

B. The sailing vessel

C. The other vessel

D. Neither stands

10. What lights must sailboats show when underway at night?

A. A towing light above the stern light

B. Red and green sidelights and a stern light

C. Identity lights at all times

D. One all-round white light

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Answers

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

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Explanations

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1. When approaching another vessel and not sure whether danger of collision exists, you must assume there is risk of collision.

A. There Is No Risk of Collision

B. There Is Risk of Collision

C. Collision Is Impossible

D. You Should Increase Speed to Cross First

When you're approaching another vessel and you're not sure whether a danger of collision exists, you must treat it as a potential risk and take action to avoid it. This proactive mindset is built into the navigation rules: if there's any doubt about collision, you don't gamble on the other vessel's behavior—you assume there is risk and act early and decisively to keep clear. So the best approach is to slow down or adjust course to ensure a safe passing distance, communicating or signaling as needed if that helps. You do not rely on the other vessel to yield, and you don't try to force your own crossing by speeding up. The other options imply there is no risk or that collision is impossible, or they advocate unsafe behavior, which is why they aren't correct.

2. According to the Navigation Rules, all of the following are engaged in fishing EXCEPT a vessel trolling.

A. trolling

B. nets

C. lines

D. trawls

In the Navigation Rules, a vessel is considered "engaged in fishing" when it is actively using gear that constrains its maneuvering, such as nets, lines, or trawls. This status triggers special considerations for avoiding collision, since the gear and fishing operations can restrict the vessel's ability to maneuver quickly. A vessel trolling is fishing in a broad sense, but for the explicit regulatory sense of "engaged in fishing," trolling does not place the vessel in that category to the same extent. The gear involved in trolling doesn't impose the same maneuvering restrictions as nets, lines, or trawls, so it isn't classified as "engaged in fishing" under the rules. So nets, lines, and trawls clearly fall under fishing due to their gear and operation, while trolling does not, making trolling the exception.

3. Five or more short blasts on a vessel's whistle indicates that she is

A. Signaling to pass on the port side

B. In doubt as to whether another vessel is taking sufficient action to avoid a collision

C. Not underway

D. Changing course to starboard

Five or more short blasts is the whistle signal mariners use when they are unsure the other vessel will take sufficient action to avoid a collision. It's a warning that expresses doubt about the other vessel's intended maneuver and serves to prompt them to clarify or adjust course or speed. In practice, you'd use this when you're in proximity with another vessel and you're not confident they'll handle the situation safely on their own. It's not about not being underway or signaling a specific turn; it's about signaling uncertainty and requesting action to prevent a collision.

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4. In fog, a 25 meter vessel that is anchored must

A. rapidly ring her bell for 5 seconds at intervals of no more than 1 minute.

B. sound two short blasts every minute.

C. shine a white light every 30 seconds.

D. sound one prolonged blast every two minutes.

In restricted visibility, vessels use specific sound signals to convey their status. For a vessel that is anchored, the standard signal is to ring a bell for five seconds at intervals of no more than one minute. This audible cue tells other ships that you're stationary and anchored, helping to prevent collisions in fog. The other options don't match the anchored signal pattern: two short blasts per minute isn't the prescribed signal for an anchored vessel, shining a white light every 30 seconds isn't a recognized fog signal, and one prolonged blast every two minutes isn't the anchored signal either. If it's nighttime, you would also observe the appropriate lights, but the bell signal specifically communicates anchoring in restricted visibility.

5. Which lights indicate a head-on situation at night?

A. Only a stern light

B. No lights visible

C. Only sidelights visible

D. Both sidelights and masthead lights visible

When evaluating night signals, the lights on an approaching vessel reveal its direction. A head-on situation is indicated when you see the other vessel's red and green sidelights together with a white masthead light. The sidelights show the vessel's sides and are visible to you from the front as it comes toward you, while the masthead light confirms the vessel is underway and oriented toward you. If you only saw a stern light, the vessel would be moving away, not toward you; if there were no lights, or only sidelights, you wouldn't have the clear front-facing combination that signals a head-on approach.

6. Underway at night, you see the red sidelight of a vessel well off your port bow. Which statement is true?

A. You may reduce speed and alter course to starboard

B. You must turn to port immediately

C. You may maintain course and speed

D. You must signal with sound

Seeing a red sidelight means you're looking at the other vessel's port side. If that vessel is well off your port bow, it's on your left front, and from its perspective you're on its starboard side. In this crossing situation the vessel on your starboard side has the right of way, so you are the stand-on vessel. You may maintain your course and speed and continue to monitor the other vessel, taking action only if the risk of collision develops. Reducing speed or turning would be actions you'd take if the other vessel alters course or if the situation creates a risk, but not as a required response just from seeing its red light. Signaling with sound isn't mandated by this specific scenario.

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7. While underway in fog, you hear a prolonged blast from another vessel. This signal indicates a

A. Power-driven vessel underway, making way

B. Sailing vessel underway

C. Vessel not underway

D. Vessel at anchor

In restricted visibility, sound signals convey what another vessel is doing. A single prolonged blast is the standard signal used by a power-driven vessel that is underway and making way. Hearing one long blast in fog tells you the other vessel is under engine propulsion and moving, not stationary or at anchor. Therefore the signal identifies a power-driven vessel underway, making way. The other statuses—such as not underway or at anchor—use different signal patterns, so this lone prolonged blast best fits a moving, engine-powered vessel.

8. When action to avoid a close-quarters situation is taken, a course change alone may be the most effective action provided that it is a large course change.

A. Any Minor Course Change Will Suffice

B. Only Speed Change Is Effective

C. Do Nothing and Maintain Course

D. A Large Course Change

When you're aiming to avoid a close-quarters situation, the most reliable way to change the outcome is by altering your vessel's course. A course change directly changes your path and the predicted bearing of your hull relative to the other vessel, which can quickly create a safe passing clearance. If the change is large, it effectively shifts you out of a potential collision zone and reduces the chance that the other vessel will remain on a crossing or head-on track. Small course changes or just slowing down may not be enough to break the collision course, especially if the other vessel holds its speed and heading. Doing nothing is obviously unsafe. So, if you're taking action to avoid a close-quarters situation, a large course change is the most effective option.

9. In a crossing on open water, a vessel fishing is in a crossing with a sailing vessel on its starboard side. Which vessel is the stand-on vessel?

A. The fishing vessel

B. The sailing vessel

C. The other vessel

D. Neither stands

In a crossing, the stand-on vessel is the one that has the other vessel on its starboard side and must maintain course and speed while the other vessel takes early action to avoid. Here, the sailing vessel is on the fishing vessel's starboard side, so the fishing vessel has the other on its starboard side and is the stand-on vessel. The sailing vessel is the give-way vessel and should maneuver to avoid. The stand-on vessel continues on its present course unless it becomes clear the other vessel isn't maneuvering to avoid or a risk of collision exists.

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10. What lights must sailboats show when underway at night?

A. A towing light above the stern light

B. Red and green sidelights and a stern light

C. Identity lights at all times

D. One all-round white light

When a sailing vessel is underway at night, it must show red and green sidelights plus a white stern light. The red sidelight marks the port (left) side and the green sidelight marks the starboard (right) side, telling other vessels where you're coming from and which way you're heading. The white stern light behind you helps others judge your position and angle from behind. The other options don't fit the underway-at-night requirement: a towing light is only used if you're towing; identity lights are for specific regulatory situations; and a single all-round white light alone doesn't convey your direction while underway.

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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://captainsrulesoftheroad.examzify.com

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

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