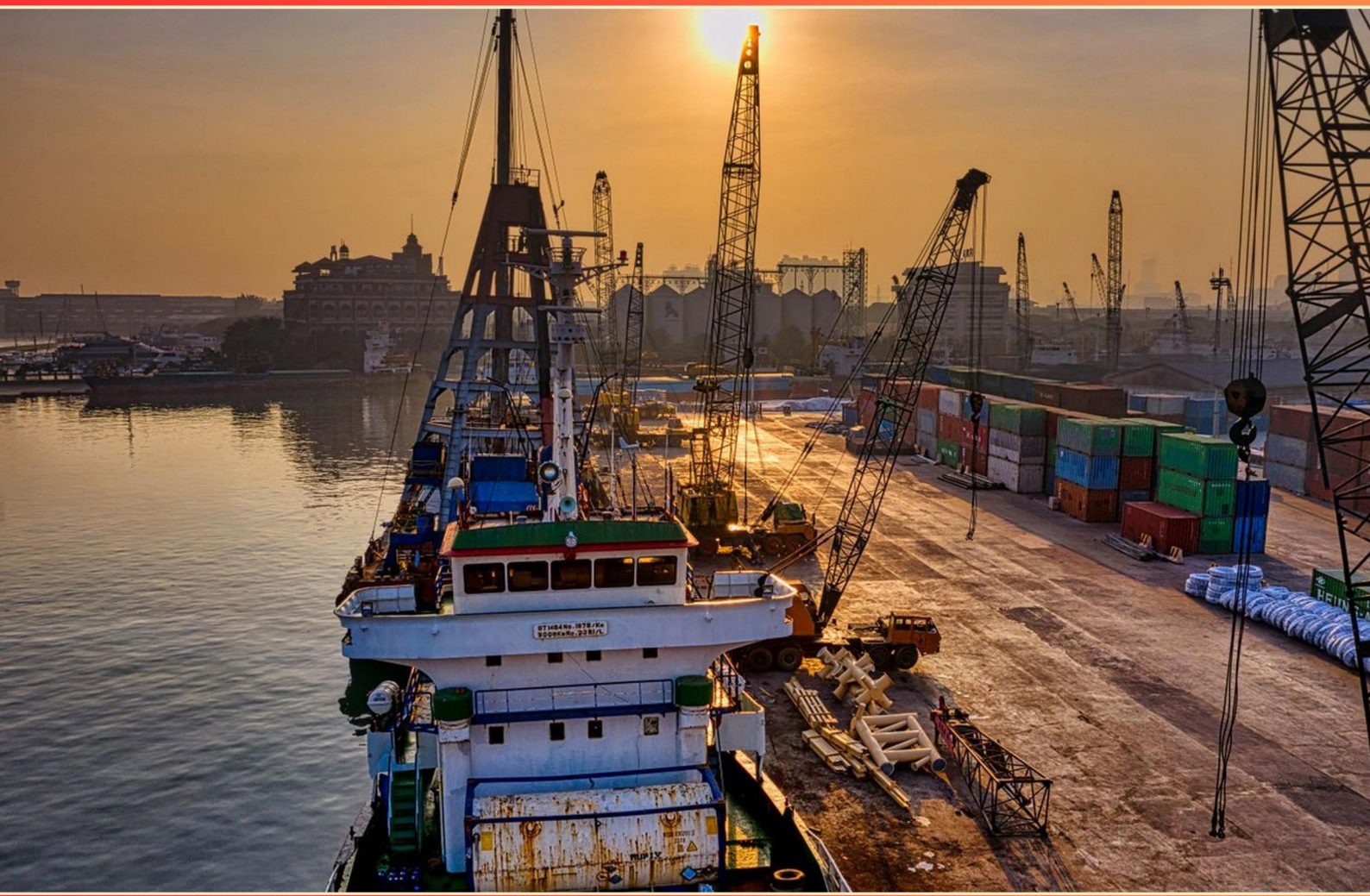
GLOBAL MARITIME DISTRESS AND SAFETY SYSTEM (GMDSS) ELEMENT 1 PRACTICE EXAM (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

VISIT US ONLINE FOR 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.

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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. **Which component is included in a distress call alongside MAYDAY and the vessel's identity to help rescuers?**

   A. Vessel name and call sign

   B. Position and rescue information

   C. Mayday spoken three times

   D. Nature of distress

2. **Your antenna tuner becomes totally inoperative. What would you do to obtain operation on both the 8 MHz and 22 MHz frequency bands?**

   A. Bypass the antenna tuner. Use a straight whip or wire antenna approximately 30 ft long.

   B. Install a temporary tuner

   C. Switch to vertical antenna

   D. Use a satellite link

3. **What is the primary function of Vessel Traffic Service (VTS)?**

   A. To monitor weather conditions along coastlines.

   B. To manage port fees.

   C. To coordinate vessel cargo manifests.

   D. To prevent ship collisions, groundings and environmental harm.

4. **To set-up the MF/HF transceiver for a TELEX call to a coast station, the operator must:**

   A. Select F1B mode or J2B mode, depending on the equipment manufacturer.

   B. Select J3E mode

   C. Select A1A mode

   D. Select F2D mode

5. **What does the INT-USA control setting on a VHF do?**

   A. To increase power output.

   B. To switch to emergency channel only.

   C. To disable VTS.

   D. Changes certain International Duplex channel assignments to simplex in the United States for VTS and other purposes.

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6. The Urgency signal has lower priority than:

A. Distress.

B. Safety.

C. Routine.

D. All other transmissions.

7. MSI can be obtained by one (or more) of the following:

A. NAVTEX.

B. All of the above.

C. SafetyNET.

D. HF NBDP.

8. When is it legal to transmit high power on Channel 13?

A. Failure of vessel being called to respond.

B. All of these.

C. During an emergency.

D. In a blind situation such as rounding a bend in a river.

9. Where must the principal radiotelephone operating position be installed?

A. In the engine room.

B. On the bridge only.

C. In the room or an adjoining room from which the ship is normally steered while at sea.

D. In a separate communications cabin.

10. What is the MF radiotelephony calling and Distress frequency?

A. 5125 kHz

B. 156.8 kHz

C. 2182 kHz

D. 1025 Hz

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Answers

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

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Explanations

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1. Which component is included in a distress call alongside MAYDAY and the vessel's identity to help rescuers?

A. Vessel name and call sign

B. Position and rescue information

C. Mayday spoken three times

D. Nature of distress

The key thing rescuers rely on in a distress call is location information paired with immediate rescue needs. A MAYDAY signals a grave emergency and your vessel's identity confirms who is signaling. But to actually mount a rapid response, responders must know where you are and what kind of assistance you require. Providing your position—whether as GPS coordinates, last known fix, or bearing and range—lets search and rescue teams plot a precise course to you. Adding rescue information—such as how many people are on board, whether anyone is injured, or if specific equipment or evacuation steps are needed—gives responders the immediate actions to take once they arrive. While identifying the vessel and describing the distress are also important components, the combination of location and actionable rescue details is what directly enables rescuers to locate and assist you quickly.

2. Your antenna tuner becomes totally inoperative. What would you do to obtain operation on both the 8 MHz and 22 MHz frequency bands?

A. Bypass the antenna tuner. Use a straight whip or wire antenna approximately 30 ft long.

B. Install a temporary tuner

C. Switch to vertical antenna

D. Use a satellite link

When the antenna matching unit is inoperative, the practical way to stay on both HF bands is to bypass the tuner and feed a simple, broadband radiator. A straight whip or wire about 30 feet long acts as a basic antenna that can radiate on multiple frequencies without tuning. About 30 feet corresponds roughly to a quarter-wavelength on the lower band (8 MHz), giving usable radiation on both bands while avoiding reliance on that failed tuner. This approach accepts higher SWR but can be workable within the transmitter's power limits. Temporary tuning gear isn't available since the tuner is dead, a vertical antenna without proper matching won't reliably cover both bands, and a satellite link isn't appropriate for these HF frequencies.

3. What is the primary function of Vessel Traffic Service (VTS)?

A. To monitor weather conditions along coastlines.

B. To manage port fees.

C. To coordinate vessel cargo manifests.

D. To prevent ship collisions, groundings and environmental harm.

Vessel Traffic Service focuses on safety of navigation by actively monitoring and managing ship movements to prevent accidents. By using radar, AIS, and radio communications, VTS centers track traffic in busy waterways and harbors, identify risky situations, and provide information, advisories, or instructions to ships to maintain safe distances and orderly flow. This direct role in preventing collisions, groundings, and potential environmental harm is what makes it the primary function. Other tasks like monitoring weather, handling port fees, or coordinating cargo manifests are outside its main purpose and are managed by different systems or processes.

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4. To set-up the MF/HF transceiver for a TELEX call to a coast station, the operator must:

A. Select F1B mode or J2B mode, depending on the equipment manufacturer.

B. Select J3E mode

C. Select A1A mode

D. Select F2D mode

Radiotelex over MF/HF uses Baudot telex data modes, so the transceiver must be set to a telex data mode rather than voice or other data formats. The correct setup is to choose a Baudot telex mode, either F1B or J2B, depending on the equipment manufacturer. This ensures proper encoding and timing for TELEX communication with a coast station. Other modes are not appropriate for TELEX: J3E is a single-sideband voice mode, A1A is Morse CW, and F2D is a different data mode not used for standard TELEX Baudot transmission.

5. What does the INT-USA control setting on a VHF do?

A. To increase power output.

B. To switch to emergency channel only.

C. To disable VTS.

D. Changes certain International Duplex channel assignments to simplex in the United States for VTS and other purposes.

The setting controls how the radio treats certain channels that are defined as duplex for international use. When set for the United States, specific International Duplex channels are interpreted as simplex within US waters. This supports VTS and other US-specific operations by allowing direct ship-to-ship or ship-to-operator communications on those channels without needing a repeater. It does not affect power, emergency channels, or disable VTS.

6. The Urgency signal has lower priority than:

A. Distress.

B. Safety.

C. Routine.

D. All other transmissions.

In maritime radiocommunication, there is a clear priority order: Distress (Mayday) is the highest, followed by Urgency (Pan-Pan), then Safety (Sécurité), and finally Routine. The Urgency signal is used to request assistance when there is a problem but no immediate danger to life. That means Urgency must yield to Distress, which takes precedence when both are present. So the Urgency signal has lower priority than Distress. It's not lower than Safety or Routine; Urgency sits above those two, which is why the option implying "All other transmissions" would be incorrect.

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7. MSI can be obtained by one (or more) of the following:

A. NAVTEX.

B. All of the above.

C. SafetyNET.

D. HF NBDP.

MSI is distributed through multiple independent channels in the GMDSS so ships can receive safety information no matter where they are. NAVTEX provides near-shore broadcasts of Maritime Safety Information on a dedicated frequency to vessels in a regional area, making urgent notices quickly accessible. SafetyNET is the satellite-based system that delivers MSI over larger oceanic areas using the Inmarsat network, reaching ships far from land. HF NBDP allows long-range delivery of MSI via high-frequency radio telex, useful for vessels that are out of VHF/NAVTEX range. Because MSI can be obtained through any of these channels, the statement that all of the above applies is correct.

8. When is it legal to transmit high power on Channel 13?

A. Failure of vessel being called to respond.

B. All of these.

C. During an emergency.

D. In a blind situation such as rounding a bend in a river.

High power on Channel 13 is used when you need to ensure your call is heard. If the vessel you're calling does not respond, turning up the power can overcome distance or interference and establish contact. In an emergency, you must maximize your chances of getting through, so using the highest practical power is appropriate. And in a blind situation, such as rounding a bend in a river, the path may be obstructed or the radio path degraded, so higher power helps maintain contact until the obstruction is past. Because these scenarios all justify increasing power to ensure safety and communication, the correct understanding is that high power is legal in all of these cases. After contact is made or the situation stabilizes, switch back to a lower power to minimize interference.

9. Where must the principal radiotelephone operating position be installed?

A. In the engine room.

B. On the bridge only.

C. In the room or an adjoining room from which the ship is normally steered while at sea.

D. In a separate communications cabin.

The main concept is that the principal radiotelephone operating position must be in the room or an adjoining room from which the ship is normally steered while at sea. This placement keeps the radio operator in the same area as navigation and command decisions, allowing immediate coordination between communications and vessel control. Being near the bridge or its adjacent space means distress calls, weather updates, and routine messages can be relayed directly to the person guiding the ship, without delays or extra movement during critical moments. Placing the station in the engine room or in a separate communications cabin breaks the link to the ship's steering and watchkeeping area, which would hinder timely decision-making and response.

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10. What is the MF radiotelephony calling and Distress frequency?

A. 5125 kHz

B. 156.8 kHz

C. 2182 kHz

D. 1025 Hz

In MF radiotelephony, there is a single internationally designated frequency for both calling and distress to make sure everyone knows where to listen for urgent voice traffic. That frequency is 2182 kHz. Ships and coast stations monitor 2182 kHz so a MAYDAY or other emergency call can be heard globally, and it's also used to initiate contact when two parties are trying to establish communication. The 2182 kHz frequency sits in the medium-frequency (MF) band, which provides reliable long-range propagation over sea thanks to groundwave reach and, at night, ionospheric reflection helping cover great distances even with modest power. Other options don't fit because they belong to different bands or represent non-radio audio or mismatched units. 5125 kHz lies in the HF range, not the MF calling/distress channel. 156.8 kHz is in the very low/low-frequency range and not used for MF voice calling. 1025 Hz is an audio tone, not a carrier frequency for radiotelephone communication.

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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://gmdsselement1.examzify.com

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

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