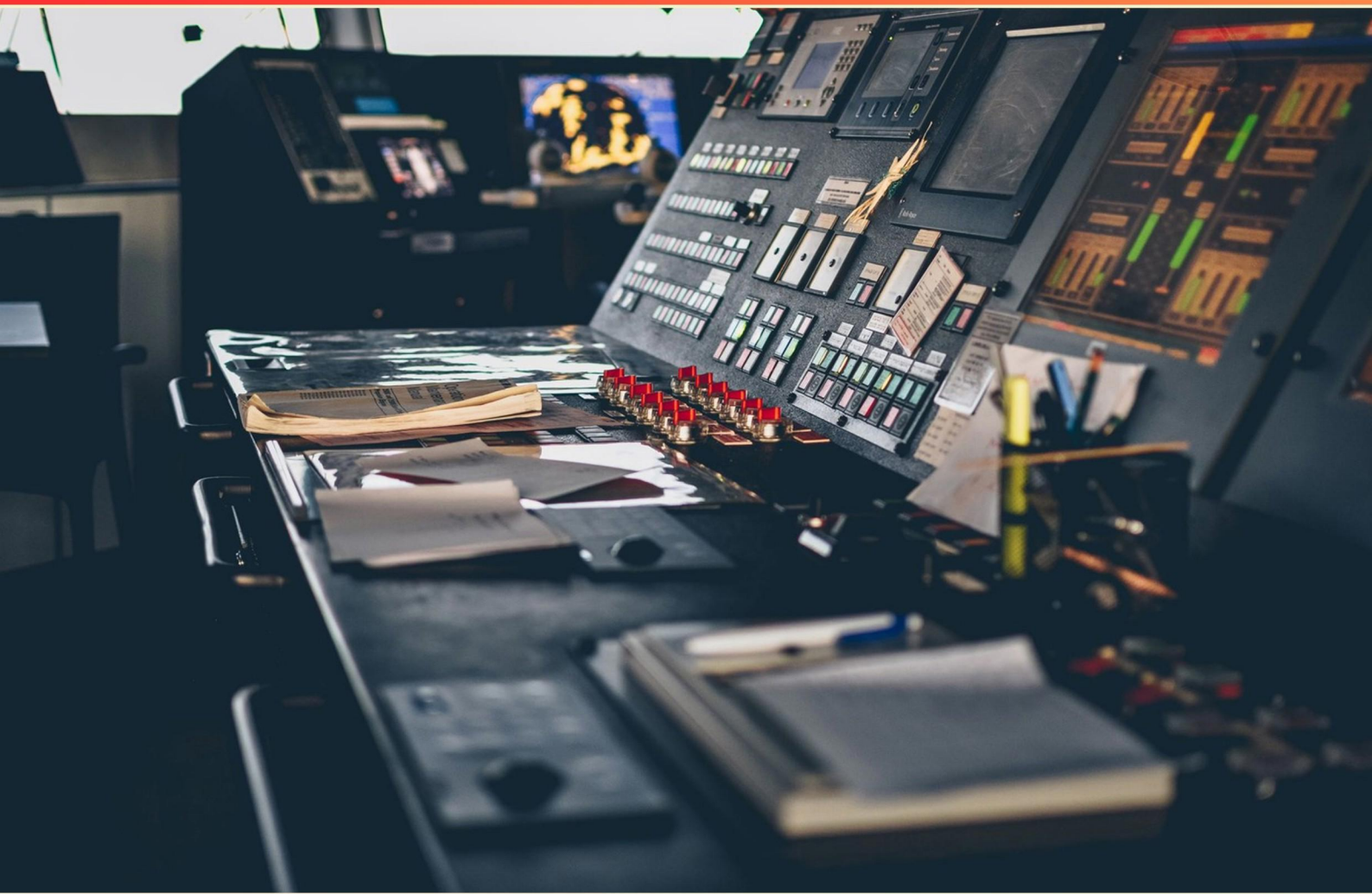


GMDSS STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS (STCW) GENERAL OPERATOR'S CERTIFICATE (GOC) FCC ELEMENT 7 PRACTICE TEST (SAMPLE) STUDY GUIDE



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.

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

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- 1. Which of the following numbers is a valid DSC call to a specific group of vessels?**
 - A. 030327931
 - B. 030346239
 - C. 003669991
 - D. 623944326

- 2. What condition would NOT permit departure due to distress and safety concerns?**
 - A. The vessel is not capable of performing all required Distress and Safety functions
 - B. The vessel is undergoing planned maintenance
 - C. The vessel has a valid radio operator license
 - D. The vessel's voyage plan is incomplete

- 3. What equipment is used in or near the survival craft?**
 - A. DSC Controller.
 - B. Radar.
 - C. EPIRB.
 - D. AIS.

- 4. Proper watchkeeping includes which of the following?**
 - A. Ignoring alarms to reduce nuisance.
 - B. Only maintaining the radio log; other indicators are irrelevant.
 - C. Maintaining a proper GMDSS radio station log, understanding normal operational indicators, responding to and comprehending alarms.
 - D. Logkeeping is optional during the watch.

- 5. What characteristics describe the GMDSS Reserve Source of Energy?**
 - A. Must be connected to ship's main electrical system
 - B. Must be independent of the ship's electrical system when the RSE is needed to supply power to the GMDSS equipment
 - C. Can share circuits with the main energy
 - D. Is optional

- 6. Which statement concerning MMSI is FALSE?**
- A. All MMSI numbers are 9 digits and contain an MID.
 - B. All Coast Station MMSI must begin with the MID then 2 zeros.
 - C. A MMSI can be used to address either a vessel or a group of vessels.
 - D. MMSI numbers are globally unique identifiers.
- 7. Which statement correctly matches the emission designator to its typical band?**
- A. J3E is used for MF-HF voice signals; F3E is used for VHF-FM signals
 - B. J3E is used for VHF voice signals; F3E is used for MF-HF voice signals
 - C. J3E is used for MF-HF data signals; F3E is used for MF-HF voice signals
 - D. J3E is used for MF-HF voice signals; F3E is used for VHF-FM signals
- 8. Which statement is FALSE?**
- A. Distress communications heard must be logged even if the vessel did not participate in SAR.
 - B. Distress communications heard do not require entries if the vessel did not participate in SAR activity.
 - C. Urgency communications must be logged.
 - D. Non-distress communications do not require logging.
- 9. What indication is given to the personnel in a survival craft of the approach of SAR craft?**
- A. An audible signal from a bell.
 - B. A radio message from RCC.
 - C. A flare from a helicopter.
 - D. The SART may provide a visual or audible indication of interrogation by a 3-CM radar.
- 10. How many GMDSS radio maintainers must be carried aboard a compulsory vessel if the At-Sea maintenance method is used?**
- A. Two
 - B. One
 - C. Zero
 - D. Three

Answers

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

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Explanations

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1. Which of the following numbers is a valid DSC call to a specific group of vessels?

- A. 030327931**
- B. 030346239
- C. 003669991
- D. 623944326

Group calls in DSC are designed to reach a defined set of vessels rather than everyone. They use a 9-digit MMSI that encodes who should receive the call: the first part identifies the region or station, the middle digits designate the group, and the last digits can be used to reference the call or a vessel within that group. So, a call to a specific group will have a structure that points to that particular group rather than to all ships. The number that begins with 030 and includes a group identifier in the middle is the valid format for targeting a specific group. In this case, 030327931 fits the expected pattern for a group call to that particular group. The other options don't fit the requirement for a group call to a specific group: 003669991 is a broadcast address that reaches all ships, not a specific group; a prefix starting with 6 is not a valid DSC MMSI for a group call; and the other 030-number would point to a different group code, which is not the target described in the question.

2. What condition would NOT permit departure due to distress and safety concerns?

- A. The vessel is not capable of performing all required Distress and Safety functions**
- B. The vessel is undergoing planned maintenance
- C. The vessel has a valid radio operator license
- D. The vessel's voyage plan is incomplete

You can depart only if you can perform all required Distress and Safety functions. If the vessel is not capable of carrying out those essential tasks—such as maintaining a continuous watch on the appropriate distress frequencies, transmitting a Mayday if needed, coordinating with rescue services, and ensuring that life-saving and communication equipment is operational—then departure is not permitted because safety could be compromised. The other scenarios don't automatically block departure due to distress and safety concerns. Planned maintenance or a valid radio operator license don't in themselves indicate an inability to perform distress and safety functions, and an incomplete voyage plan is a safety issue but not the specific readiness for distress communications and procedures.

3. What equipment is used in or near the survival craft?

- A. DSC Controller.
- B. Radar.
- C. EPIRB.**
- D. AIS.

When you're in or near a survival craft, you rely on a beacon that is specifically designed to summon help and pinpoint your location. An EPIRB is carried in or on the liferaft equipment and is built to be activated if you abandon ship. It sends a distress signal via the COSPAS-SARSAT satellite system (usually on 406 MHz, often with GPS data) so rescue authorities can locate you quickly. Some models activate automatically when immersed in water, while others are manual, but either way the purpose is to broadcast a clear, trackable alert from the survival craft. Other items listed serve different functions: a DSC controller is for digital distress calls over radio networks from the main vessel systems, radar helps you see other ships, and AIS provides vessel tracking and collision avoidance. They aren't the dedicated rescue beacon used from a survival craft, which is why EPIRB is the appropriate choice here.

4. Proper watchkeeping includes which of the following?

- A. Ignoring alarms to reduce nuisance.
- B. Only maintaining the radio log; other indicators are irrelevant.
- C. Maintaining a proper GMDSS radio station log, understanding normal operational indicators, responding to and comprehending alarms.**
- D. Logkeeping is optional during the watch.

Proper watchkeeping hinges on maintaining a proper GMDSS radio station log, understanding what normal indicators look like, and responding to alarms in a timely, systematic way. The log serves as the official record of every radio operation, test, transmission, status change, and fault action taken during the watch. Keeping it accurately ensures accountability and provides a clear trace for any after-action review or investigation. Knowing normal operational indicators means you can quickly spot when something is off. It builds situational awareness about the station's health and readiness, so you can differentiate routine readings from conditions that require attention or escalation. This awareness is essential to prevent small issues from evolving into communication failures during critical moments. Responding to alarms is a core duty, not optional. Alarms signal conditions that could affect safety or the ability to communicate, so you acknowledge them, assess the cause, follow established procedures, and take corrective action or escalate as needed. Logging those responses and outcomes ties the actions to the event, ensuring continuous, safe operation of the GMDSS system. Together, these elements—accurate logging, familiarity with normal indicators, and prompt, informed alarm response—form the foundation of effective watchkeeping and compliance with STCW requirements for the GOC.

5. What characteristics describe the GMDSS Reserve Source of Energy?

- A. Must be connected to ship's main electrical system
- B. Must be independent of the ship's electrical system when the RSE is needed to supply power to the GMDSS equipment**
- C. Can share circuits with the main energy
- D. Is optional

The key idea is that the Reserve Source of Energy must power the GMDSS gear even if the ship's main electrical system fails. To ensure reliable distress communications, this energy source must operate independently from the ship's normal power distribution so it can take over when main power is unavailable. It should be a dedicated energy source (like a battery or other independent supply) that is wired directly to the GMDSS equipment and automatically engages when needed. It's not optional and it must not share circuits with the main energy supply, because sharing or relying on the ship's primary power could fail exactly when you need GMDSS to function.

6. Which statement concerning MMSI is FALSE?

- A. All MMSI numbers are 9 digits and contain an MID.
- B. All Coast Station MMSI must begin with the MID then 2 zeros.**
- C. A MMSI can be used to address either a vessel or a group of vessels.
- D. MMSI numbers are globally unique identifiers.

MMSI is a 9-digit identity where the first three digits are the Maritime Identification Digits (MID) that identify the country or region. The remaining six digits identify the specific station, whether it's a vessel, a coast station, or a group. The key point is that the digits after the MID designate the particular station, and there isn't a universal rule that the immediately following digits must be exactly two zeros for all coast stations. Different administrations allocate those trailing digits in their own patterns, so coast-station MMSIs are not restricted to a fixed "MID plus two zeros" format in every case. That's why the statement asserting that all Coast Station MMSIs must begin with the MID and two zeros isn't universally correct. In practice, while some coast stations may use zeros in that region, others do not; the exact trailing digits vary by region and allocation. The other statements are correct: every MMSI is 9 digits and contains an MID; a single MMSI can address either one vessel or a group of vessels depending on how the digits are assigned for group calls; and MMSI numbers are globally unique identifiers allocated to avoid duplicates internationally.

7. Which statement correctly matches the emission designator to its typical band?

- A. J3E is used for MF-HF voice signals; F3E is used for VHF-FM signals
- B. J3E is used for VHF voice signals; F3E is used for MF-HF voice signals
- C. J3E is used for MF-HF data signals; F3E is used for MF-HF voice signals
- D. J3E is used for MF-HF voice signals; F3E is used for VHF-FM signals**

Emission designators encode how a signal is modulated and what kind of information it carries. J3E denotes single sideband, suppressed carrier, typically used for voice with around 3 kHz channel width, which is the common setup for MF HF voice communications to maximize range with limited bandwidth. F3E denotes frequency modulation, also for voice, but used on VHF where FM provides robust, clear audio within those channels. So pairing J3E with MF HF voice and F3E with VHF FM voice reflects how these bands are normally transmitted.

8. Which statement is FALSE?

- A. Distress communications heard must be logged even if the vessel did not participate in SAR.
- B. Distress communications heard do not require entries if the vessel did not participate in SAR activity.**
- C. Urgency communications must be logged.
- D. Non-distress communications do not require logging.

Logging of GMDSS communications records distress and urgency messages, and distress heard must be logged even if your vessel is not participating in SAR. This is because the log serves as an official, time-stamped record for authorities and for coordinating and verifying SAR actions. When you hear a distress transmission, you document the time, Originating station, channel, and any actions you take or relay, which helps responders understand what occurred and when. Urgency communications also must be logged for the same safety-and-traceability reasons, signaling a situation that requires timely attention but may not be as grave as distress. Non-distress communications are not required to be logged in routine cases, since they don't carry the same safety implications, though logs may be kept if there's a specific safety or regulatory reason. Therefore the statement that distress communications heard do not require entries is false because distress must be logged regardless of SAR participation.

9. What indication is given to the personnel in a survival craft of the approach of SAR craft?

- A. An audible signal from a bell.
- B. A radio message from RCC.
- C. A flare from a helicopter.
- D. The SART may provide a visual or audible indication of interrogation by a 3-CM radar.**

The thing being tested is how survivors in a survival craft know a SAR asset is nearby. A Search and Rescue Transponder (SART) is designed to respond when it is interrogated by a radar, specifically an X-band radar around 9 GHz (the 3-centimeter wavelength). When the raft's SART detects that radar interrogation, it emits a signal that the interrogating radar converts into a distinctive indication on its display, typically seen as a visual pattern of dots or lines, and it can also trigger an audible cue on some systems. This radar-based indication is what helps rescuers locate the survival craft at sea. Other signals like a bell, a direct radio message from the Rescue Coordination Centre, or a flare from a helicopter may occur in different contexts, but they are not the standard way to alert those aboard a survival craft to the approach of SAR craft. The SART's radar response is specifically designed to be seen or heard by rescuers using X-band radar, making it the reliable indicator of approaching SAR resources.

10. How many GMDSS radio maintainers must be carried aboard a compulsory vessel if the At-Sea maintenance method is used?

A. Two

B. One

C. Zero

D. Three

The key idea is how many personnel are officially designated to maintain GMDSS gear when maintenance can be done at sea. When using the At-Sea maintenance method, the vessel is allowed to handle routine GMDSS upkeep onboard, so only one person needs to be trained and designated as the GMDSS radio maintainer. This ensures the equipment can be checked, faults diagnosed, and minor repairs performed during the voyage without needing extra maintainers onboard. Having zero maintainers would mean there's no one aboard qualified to keep the system in working order, and having more than one isn't required by this method.

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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://gmdssstcwgocfcelelement7.examzify.com>

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

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