SEAMANSHIP II TEST 1 PRACTICE (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. Cargo tonnage is best described as

A. Physical weight or volume of the goods being transported by a vessel

B. Environmental impact of the cargo

C. Color of the cargo

D. Number of crew on board

2. When a Mayday is heard and you can assist, which action should you take first?

A. Ignore the Mayday to avoid panic.

B. Respond with a separate Mayday.

C. Acknowledge the call, relay to authorities if needed, provide your position, and offer assistance.

D. Immediately approach and board the other vessel.

3. Is displacement constant during operation?

A. True

B. False

C. Sometimes

D. Only for some hull types

4. What signals indicate a vessel is not under command in day and night?

A. Day: one flag; Night: one white light.

B. Day: two flags aligned horizontally; Night: two red lights in a vertical line.

C. Day: three balls; Night: red and green lights.

D. Day: two balls aligned vertically; Night: two red lights in a vertical line.

5. Why are fenders placed along the hull during berthing?

A. To decorate the hull

B. To cushion contact and prevent hull damage

C. To anchor the vessel

D. To buoy the boat in water

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6. For how long is an ABS class certificate valid?

A. 3 years

B. 10 years

C. 5 years

D. 1 year

7. Which document certifies load line compliance?

A. Cargo Manifest

B. International Load Line Certificate

C. Maritime Safety Certificate

D. Crew Certification

8. Which historical action established a minimum freeboard requirement for classed ships to ensure reserve buoyancy?

A. 1875 Samuel Plimsoll Act extended to all British ships

B. 1960 SOLAS

C. 1789 Privateers

D. 1870 Lloyd's Register established a minimum freeboard requirement

9. What is the general purpose of a 'go-fast' plan in seamanship training?

A. To document the training plan for the instructor.

B. To summarize passenger accommodations.

C. To outline a safe, repeatable sequence of steps for a maneuver or drill to improve preparedness.

D. To log fuel consumption.

10. How would you initiate a simple VHF call to hail another vessel on channel 16?

A. Introduce your vessel by name only.

B. Request to switch to a working channel without identifying purpose.

C. Identify your boat, state purpose, and request to switch to a working channel; confirm the other vessel's readiness.

D. Transmit a Mayday instead.

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Answers

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

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Explanations

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1. Cargo tonnage is best described as

A. Physical weight or volume of the goods being transported by a vessel

B. Environmental impact of the cargo

C. Color of the cargo

D. Number of crew on board

Cargo tonnage reflects how much cargo a vessel is carrying, expressed as a weight or a volume depending on the cargo and the context. It represents the quantity of goods on board and is central to planning, loading, and freight calculations. The other options—environmental impact, color, or number of crew—do not describe the amount of cargo and are not measures of cargo quantity.

2. When a Mayday is heard and you can assist, which action should you take first?

A. Ignore the Mayday to avoid panic.

B. Respond with a separate Mayday.

C. Acknowledge the call, relay to authorities if needed, provide your position, and offer assistance.

D. Immediately approach and board the other vessel.

When a Mayday is heard, the first step is to acknowledge the call and indicate that you are listening and ready to assist. This immediate response confirms to the distress station that help is available and sets the rescue process in motion. After acknowledging, offer to relay the message to rescue authorities if needed, and provide your own position and any other information you can quickly share to help locate the distressed vessel. Then state clearly that you are willing to assist and describe what you can do, whether it's providing navigation help, towing, medical aid, or coordinating with other vessels. This approach ensures the right information reaches the right people without delay, and it keeps the channel clear for essential distress traffic. Ignoring the Mayday would leave others uncertain and delay rescue. Issuing a separate Mayday would clutter the emergency channel and create confusion. Approaching or boarding the other vessel is a decision that requires explicit authorization and coordination with rescue services to avoid hindering the operation or putting you and others at risk.

3. Is displacement constant during operation?

A. True

B. False

C. Sometimes

D. Only for some hull types

Displacement is the ship's weight, and it changes as the ship's loads change. During operation, fuel is burned, stores are consumed, and ballast or cargo may be added or jettisoned. Each of these changes alters the total weight, so the amount of water the hull must displace—and thus the ship's draft and trim—also changes. In other words, the displacement is not fixed throughout a voyage; it varies with how much weight you're carrying or burning. That's why the statement is false.

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4. What signals indicate a vessel is not under command in day and night?

A. Day: one flag; Night: one white light.

B. Day: two flags aligned horizontally; Night: two red lights in a vertical line.

C. Day: three balls; Night: red and green lights.

D. Day: two balls aligned vertically; Night: two red lights in a vertical line.

Not under command signals indicate a vessel that cannot maneuver as required by the Rules. The standard indicators are clear and fixed: by day, two black balls displayed in a vertical line; by night, two red lights shown in a vertical line. This combination tells nearby vessels that the vessel cannot be held responsible for keeping to the normal traffic rules and may not be able to avoid a collision. The option with two balls aligned vertically during the day and two red lights in a vertical line at night matches exactly these signals. The other options mix in signals that don't correspond to Not Under Command—different shapes, colors, or arrangements that indicate other situations (for example, standard day shapes or typical navigation lights) but not NUC.

5. Why are fenders placed along the hull during berthing?

A. To decorate the hull

B. To cushion contact and prevent hull damage

C. To anchor the vessel

D. To buoy the boat in water

Fenders are placed along the hull during berthing to cushion contact and prevent hull damage. When a vessel comes alongside a dock or another boat, even small miscalculations, wind, current, or tide can cause the hull to touch surfaces. Fenders act as energy absorbers, compressing to soak up the impact and distributing the force across a larger area so the hull, paint, and fittings aren't scraped or dented. They're positioned at points along the hull where contact is most likely, creating a protective barrier between the vessel and the docking surface. They're not for decoration, anchoring, or buoying the boat; their sole purpose is to protect the hull during berthing.

6. For how long is an ABS class certificate valid?

A. 3 years

B. 10 years

C. 5 years

D. 1 year

ABS class certificates follow a fixed five-year cycle. The certificate confirms the vessel meets ABS Rules and is valid for five years, as long as the vessel undergoes the required annual verification surveys and the mandatory five-year special survey. This cycle exists precisely to recheck the condition of hull, machinery, and safety systems at regular intervals, ensuring continued seaworthiness. Shorter periods (like three or one year) would require more frequent renewals, while a much longer period (ten years) would delay necessary re-evaluation. So, five years is the standard validity for an ABS class certificate.

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7. Which document certifies load line compliance?

A. Cargo Manifest

B. International Load Line Certificate

C. Maritime Safety Certificate

D. Crew Certification

Load lines set the maximum safe draft for a vessel in different waters to keep it buoyant and stable. To prove a ship has been properly assigned these limits and is allowed to operate, it carries an International Load Line Certificate. This certificate comes from surveys under the Load Lines Convention (and SOLAS) and remains valid through periodic surveys, as part of the ship's statutory documentation. It's not the cargo manifest, which only lists cargo details; nor the Maritime Safety Certificate, which covers overall safety compliance, or crew certifications, which concern crew qualifications.

8. Which historical action established a minimum freeboard requirement for classed ships to ensure reserve buoyancy?

A. 1875 Samuel Plimsoll Act extended to all British ships

B. 1960 SOLAS

C. 1789 Privateers

D. 1870 Lloyd's Register established a minimum freeboard requirement

Freeboard and reserve buoyancy are about keeping enough of the ship above the waterline so it remains afloat if the hull is damaged or taking on water. The earliest action that set a formal minimum freeboard for classed ships was taken by Lloyd's Register in 1870. This classification society established a rule limiting how low a vessel could sit in the water, ensuring a certain amount of reserve buoyancy is always present. That safeguard directly ties to keeping ships afloat after breaches or heavy seas. The other options relate to different safety controls. The 1875 Plimsoll Act standardized load lines to prevent overloading, but it focuses on cargo limits rather than minimum freeboard. The 1960 SOLAS conventions broaden safety rules but come later and do not represent the initial establishment of a freeboard standard. The 1789 reference to privateers is not related to ship stability or freeboard.

9. What is the general purpose of a 'go-fast' plan in seamanship training?

A. To document the training plan for the instructor.

B. To summarize passenger accommodations.

C. To outline a safe, repeatable sequence of steps for a maneuver or drill to improve preparedness.

D. To log fuel consumption.

In seamanship training, a go-fast plan is a concise, safe, repeatable sequence of steps for a maneuver or drill that helps trainees anticipate, rehearse, and perform correctly under time pressure. It lays out exactly what to do, in what order, who does it, and how to communicate, with clear success criteria and abort points so students can rehearse quickly and consistently. This emphasis on a defined sequence and repetition makes the maneuver more reliably executed in real situations, improves coordination among the crew, and enhances overall safety during practice and actual operations. It isn't about administrative tasks like documenting an instructor's plan, summarizing passenger accommodations, or logging fuel consumption, which serve different purposes.

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10. How would you initiate a simple VHF call to hail another vessel on channel 16?

A. Introduce your vessel by name only.

B. Request to switch to a working channel without identifying purpose.

C. Identify your boat, state purpose, and request to switch to a working channel; confirm the other vessel's readiness.

D. Transmit a Mayday instead.

The key idea is how to properly establish contact on VHF when you want to hail another vessel. Channel 16 is the calling channel and is used to identify yourself and your intent before moving the conversation to a working channel. When you hail, you should clearly identify your vessel (name and, if used, call sign) and state your purpose, then request to switch to a working channel. This makes it unambiguous who you are and why you're calling, and it avoids crowding channel 16 with long talks. A typical hail on channel 16 would be something like: "This is [vessel name], [call sign], calling [target vessel name], please switch to Channel XX." After the other vessel answers with readiness to switch—"This is [vessel], go ahead" or similar—you both switch to the agreed working channel to continue the communication. Remember, channel 16 is for establishing contact and distress only; once contact is made, move the conversation to a designated working channel. Transmitting a Mayday would only be appropriate in an actual emergency.

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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://seamanship2test1.examzify.com

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

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