WATER SURVIVAL 929 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. Engine powered lifeboats have a fire extinguisher at each end used to extinguish which classes of fires?

A. Class A

B. Class B

C. Class C

D. Class B / Class C

2. The immersion suit is designed to keep the body's core temperature within normal ranges. Which statement correctly reflects the maximum allowed drop after six hours in water between 32°F and 35.6°F?

A. 0° - 1°

B. 1° - 3°

C. 2° - 4°

D. 2° - 5°

3. For attracting attention of rescuers, make an SOS sign on an open place in large letters at least __ high.

A. 6 feet

B. 12 feet

C. 10 feet

D. 20 feet

4. Regulations require that all safety and survival equipment be ___.

A. Always stored below deck

B. Visible from a distance

C. Readily available and in good serviceable condition

D. Only used in drills

5. If the wires are not adequately ___, they will corrode internally and lose their flexibility.

A. Cleaned

B. Lubricated

C. Heated

D. Painted

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6. Which term describes compact A-frame davits that use a single arm designed to lower the boat to the water?

A. Gravity

B. Radial

C. Mechanical

D. Single Point

7. How long will a seasickness kit last for 1 person?

A. 24 hours

B. 48 hours

C. 72 hours

D. One week

8. Open lifeboats are normally double-ended, which means they are pointed at both ends. This design makes them more ___.

A. maneuverable

B. buoyant

C. stable

D. seaworthy (less likely to be swamped or to broach to)

9. What condition does the drogue prevent in a lifeboat when it is properly set?

A. Swamping

B. Capsizing

C. Broaching

D. Upsetting

10. AMVER stands for what?

A. Automated Maritime Vessel Emergency Reporting

B. Automated Merchant Vessel Report System

C. Automated Marine Vessel Response

D. Automated Merchant Vessel Evacuation Registry

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Answers

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

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Explanations

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1. Engine powered lifeboats have a fire extinguisher at each end used to extinguish which classes of fires?

A. Class A

B. Class B

C. Class C

D. Class B / Class C

The key idea here is recognizing which fires are most likely in an engine-powered lifeboat and choosing an extinguisher that can handle both scenarios. In the engine space, you're most concerned with fires involving flammable liquids (fuel, oil) and fires in energized electrical equipment. A Class B extinguisher targets flammable liquids, while a Class C extinguisher is designed for electrical fires. In a small, enclosed lifeboat, you want one extinguisher that can safely address either risk, and having them at both ends ensures quick access no matter where the fire starts. So the best option combines both classifications: it covers fuel and oil fires as well as electrical fires. That's why Class B and Class C is chosen. The alternative focuses on only one type of risk (solid combustibles or electrical alone) and wouldn't be adequate for the common engine-room hazards. In practice, these extinguishers are often ABC rated, suitable for multiple fire types.

2. The immersion suit is designed to keep the body's core temperature within normal ranges. Which statement correctly reflects the maximum allowed drop after six hours in water between 32°F and 35.6°F?

A. 0° - 1°

B. 1° - 3°

C. 2° - 4°

D. 2° - 5°

The main idea here is understanding how much core body temperature can safely drop during prolonged exposure to very cold water while wearing an immersion suit. The suit reduces heat loss, but water in the 32–35.6°F range still pulls heat away from the body over time. Safety standards set a maximum allowable drop in core temperature after six hours to prevent rapid progression into hypothermia and to keep rescuers' options viable. Starting from a typical normal core temperature (around 98.6°F), restricting the drop to 2–5°F means the core would be roughly 93.6–96.6°F after six hours. That range helps maintain sufficient physiological function to keep the person conscious, responsive, and more easily rescued, while reflecting the trade-off between insulation and the inevitable cold stress of extended immersion. Ranges outside this window would either imply an unrealistically small cooling given six hours in such cold water, or would permit too much cooling, increasing the risk of hypothermia-related decline.

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3. For attracting attention of rescuers, make an SOS sign on an open place in large letters at least __ high.

A. 6 feet

B. 12 feet

C. 10 feet

D. 20 feet

The essential idea is to maximize visibility from rescue aircraft. Letters that large are much easier to spot from overhead, so signifying SOS with tall characters increases the chance rescuers will notice you quickly. A height of about 12 feet (roughly 3.7 meters) is a practical minimum that can be read from typical air viewing distances, making the sign readable even from a few hundred meters away and in daylight. Smaller heights, like 6 or 10 feet, risk being missed when viewed from above, while going much taller than 12 feet can be impractical to create and maintain and isn't necessary for visibility. Focus on a single, clear SOS message in high contrast on open ground to maximize recognition from the air.

4. Regulations require that all safety and survival equipment be ___.

A. Always stored below deck

B. Visible from a distance

C. Readily available and in good serviceable condition

D. Only used in drills

Gear must be ready for immediate use and guaranteed to work. The idea is that in an emergency you can grab what you need without delays and trust that it will function as intended. Readily available means the equipment isn't locked away or stored in a hard-to-reach place; it should be placed where crew can access it quickly and easily. Good serviceable condition means it has been inspected, maintained, and is within its usable life, with no damage or missing parts, and it passes any required checks. Regular maintenance and checks ensure reliability when it matters most, reducing response time and increasing survival chances. Storing everything below deck would slow you down when you need gear fast. Merely being visible from a distance doesn't guarantee access or operability. Being used only in drills would leave you unprepared during a real emergency.

5. If the wires are not adequately ___, they will corrode internally and lose their flexibility.

A. Cleaned

B. Lubricated

C. Heated

D. Painted

The idea being tested is how lubrication protects metal wires. When wires are in damp or salty environments, moisture can seep between the strands and moisture-driven corrosion can develop inside, making the metal stiff and brittle. A proper lubricant forms a protective film that acts as a barrier to water and electrolytes, penetrates into the gaps between strands, and reduces friction. This combination slows internal corrosion and keeps the wire flexible for smooth operation. If the wires aren't adequately lubricated, moisture can attack from within, leading to corrosion and a loss of pliability. Cleaning alone helps remove surface contaminants but doesn't provide the ongoing barrier against moisture or maintain internal lubrication. Heating can accelerate corrosion and degrade lubricants, worsening the problem. Painting external surfaces offers some protection but doesn't ensure the interior is sheltered from moisture or maintain the necessary lubrication to preserve flexibility.

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6. Which term describes compact A-frame davits that use a single arm designed to lower the boat to the water?

A. Gravity

B. Radial

C. Mechanical

D. Single Point

The main idea is identifying a davit type by its single, central lifting arrangement. A compact A-frame that uses one arm to lower the boat relies on a single lifting point, so it's called a single point davit. This design emphasizes a lone arm that pivots to bring the boat down into the water, which is what makes it distinct from other davit types. Gravity davits, for example, rely on weight or gravity to lower the boat rather than a single-arm action. Radial davits have multiple arms extending from a central mast, not a single arm. Mechanical davits use a winch or motor-driven mechanism to raise or lower the boat, which isn't about having just one arm. So the single-arm, single-lift-point setup best fits the term single point.

7. How long will a seasickness kit last for 1 person?

A. 24 hours

B. 48 hours

C. 72 hours

D. One week

The test is asking about how long a seasickness kit is meant to last for one person in a typical short voyage. These kits are designed to cover the first 48 hours of travel, when the risk and intensity of seasickness are usually highest and when a standard dosing plan is most practical. Keeping the kit to a 48-hour window helps ensure the included medications and supplies remain effective and manageable, and it prompts you to reassess and restock if the trip extends beyond that period. If the journey lasts longer, you'd replace or supplement the kit to continue treatment.

8. Open lifeboats are normally double-ended, which means they are pointed at both ends. This design makes them more ___.

A. maneuverable

B. buoyant

C. stable

D. seaworthy (less likely to be swamped or to broach to)

Open lifeboats with pointed ends are built to handle rough seas. The double-ended hull gives better directional stability and wave-handling, allowing the boat to ride over waves rather than slam into them. This reduces the chance of water washing over the gunwales (swamping) and lowers the risk of broaching, where the boat gets spun broadside to the waves. The result is a craft that remains afloat and controllable in heavy weather, which is seaworthy in this context. While being maneuverable and buoyant are useful, the main advantage of a double-ended design is its improved ability to survive and operate safely in rough seas.

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9. What condition does the drogue prevent in a lifeboat when it is properly set?

A. Swamping

B. Capsizing

C. Broaching

D. Upsetting

A drogue acts as a sea anchor that creates drag and stabilizes the lifeboat in heavy seas. When it's properly set, it keeps the boat's stern positioned into the waves and slows its drift, so a breaking wave can't drive the boat broadside. This prevents broaching, a dangerous situation where the boat is pushed sideways by a wave and can capsize. By maintaining a controlled heading and reducing speed, the drogue helps keep the lifeboat from turning violently and helps it ride out the seas more safely.

10. AMVER stands for what?

A. Automated Maritime Vessel Emergency Reporting

B. Automated Merchant Vessel Report System

C. Automated Marine Vessel Response

D. Automated Merchant Vessel Evacuation Registry

AMVER is about automatically collecting and sharing vessel positions from merchant ships to support rescue operations. The option that says "Automated Merchant Vessel Report System" best matches this idea because it clearly describes an automated way for merchant vessels to report information, and it frames the mechanism as a system for reporting. The other phrasing shifts the focus—using terms like maritime or marine broadens to non-merchant vessels, or changes the function to emergency reporting or evacuation—so they don't align as tightly with the intended purpose of AMVER.

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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://watersurvival929.examzify.com

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

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