

Real questions from the Auxiliary Nav Rules exam (circa 2009)

There are several issues we struggled with before putting these questions on-line.

1) Is it legal? There was a court decision probably 20 years ago where the Coast Guard was sued under the Freedom of Information Act for the questions on the Coast Guard Nav Rules exam. The court ruled in favor of the plaintiff who was given some or all of the existing questions. After that, the Coast Guard apparently changed some of the wording and expanded the bank of possible questions by a large factor. The idea was that it would be unlikely that those original questions would not appear verbatim on a Coast Guard exam. On that basis, I assume this is legal although the Auxiliary was not named in that lawsuit.

2) Does the Auxiliary consider this illegal or unethical? Unknown. For many years, a practice exam was available on line. Apparently that disappeared. I consider this the equivalent of a practice exam and hope it is acceptable to the Auxiliary. In any case, if there are problems, presumably any disciplinary action would fall on me, not the user. Just in case, I am putting these files on my server and not the Auxiliary server. If told to remove them, I will.

3) These were compiled from memory by me and persons I proctored. There is no claim nor guarantee that they are correct. Unless otherwise stated, the assertion is that the given answer is correct. Occasionally, a question is shown with an answer which was marked Wrong along with what I think is the correct answer. You should be fairly safe with these.

DISCLAIMER. There at least two cases where the correct answer did not appear but an answer which was correct before the Nav Rules were amended (about 2008??) did appear. It is virtually impossible to get the testing center to change anything. Good luck. Best strategy would seem to be: If you see the correct current answer, use it. If you do not see the correct answer, use the old answer. The changes which I refer to were in Rule 33(a) where a vessel between 12 and 20 meters in length does not need a bell and in Rule 35(i) where such a vessel does not have to give the bell signal (duh!)

INTERNATIONAL & INLAND - During daylight hours, a vessel being towed astern, on a tow that exceeds 200 meters, will display

- A two cones with their apexes together
- B one diamond OK
- C one cone with its apex upward
- D one ball

INLAND ONLY - What lights are required for a vessel, not part of a composite unit, being towed by being pushed ahead?

- A Sidelights, a towing light and a sternlight
- B Sidelights and a sternlight
- C Sidelights and towing light
- D Sidelights and a special flashing light OK

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INTERNATIONAL & INLAND - When operating in a narrow channel or fairway, you SHALL keep to the

- A side of the channel that lies to your port side
- B side of the channel with the widest turns
- C side of the channel that lies to your starboard side OK
- D middle of the channel

INTERNATIONAL & INLAND - When proceeding along a narrow channel, you MUST

- A enter and exit at a shallow angle
- B keep to the side of the channel that is on your starboard side OK
- C enter and exit perpendicular to the channel
- D keep to the side of the channel that is on your port side

INLAND ONLY - If you were approaching another vessel from astern, and wanted to overtake her on her starboard side, which signal would you sound?

- A Two short blasts
- B One short blast
- C One prolonged blast OK
- D Two prolonged blasts

INTERNATIONAL & INLAND - You see another vessel ahead. Its bearing is not changing significantly, and it is getting closer. This indicate that

- A a special circumstance situation exists
- B the risk of collision exists OK
- C the other vessel is not making way
- D you are the stand-on vessel

INLAND ONLY - For the application of the U.S. Inland Navigation Rules, the term "Inland Waters" includes

- A all coastal Waters within 3 nautical miles of U.S. shoreline
- B all U.S. harbors and bays
- C the portions of the Great Lakes on the U. S. side of the International Boundary OK
- D all sole-state waters

INTERNATIONAL & INLAND - Of the vessels listed, which vessel SHALL keep out of the way of all the others?

- A A vessel not under command
- B A vessel engaged in fishing
- C A vessel restricted in her ability to maneuver
- D A sailing vessel OK

INTERNATIONAL & INLAND - Which describes a head-on situation?

- A Seeing masthead lights, in a vertical line, ahead OK
- B Seeing a beam aspect of a vessel nearly ahead
- C Hearing a fog signal apparently ahead
- D Seeing a sidelight on a vessel directly ahead

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INTERNATIONAL & INLAND - A vessel towing astern, with a length of tow that exceeds 200 meters, will display

- A one diamond OK
- B two cones with their apexes together
- C one cone with its apex pointed up
- D one ball

INTERNATIONAL & INLAND - You are on a power-driven vessel, approaching a sailing vessel head-on. You MUST

- A call the sailing vessel on the radio to make passing arrangements
- B keep out of the way of the sailing vessel OK
- C sound two short blasts and turn to starboard
- D exchange whistle signals, then both turn to starboard

INLAND ONLY - A 10-meter vessel proceeding under sail and machinery

- A displays one cone, apex downward WRONG
- B displays a basket
- C isn't required to display a shape FM thinks this is correct
- D displays a ball

INTERNATIONAL & INLAND - The Rules define the duration of a "prolonged blast"

- A 2 to 4 seconds
- B Twice the duration of a short blast
- C 1 to 2 seconds
- D 4 to 6 seconds OK

INTERNATIONAL & INLAND - Individual sidelights are

- A visible over an arc of the horizon of 112.50 OK
- B red on the starboard side
- C visible over an arc of the horizon of 225
- D green on the port side

INLAND ONLY - At night, you see two yellow lights in a vertical line with a single white light to their right. This should indicate to you the presence of a(n)

- A vessel towing, with an alongside tow OK
- B vessel not under command
- C vessel engaged in fishing
- D opening in a dredge pipeline

INTERNATIONAL & INLAND - You're in charge of a 32-foot patrol boat, preparing to cross a narrow channel. A large container ship is off your port bow, with a steady bearing and a decreasing distance. Which statement is TRUE concerning this situation?

- A You are not to impede the safe passage of the container ship OK
- B You are the stand-on vessel
- C You should maintain course and speed
- D If the deep-draft doesn't display a cylinder, it gets no privileges

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INTERNATIONAL & INLAND - A vessel aground SHALL display which shape?

- A A single black ball
- B Two black balls in a vertical line
- C Three black balls in a vertical line OK
- D No shape is displayed during the day

INTERNATIONAL & INLAND - You are on the stand-on vessel in a crossing situation. The give-way vessel's intentions are unclear to you. Of the actions listed, which is TRUE?

- A Sounding three short blasts is required
- B Sounding the danger signal is optional
- C Sounding one short blast is optional
- D Sounding the danger signal is required OK

INTERNATIONAL & INLAND - A vessel engaged in dredging SHALL indicate the unobstructed side by displaying

- A two balls in a vertical line
- B two diamonds in a vertical line OK
- C ball-diamond-ball in a vertical line
- D a single ball

INTERNATIONAL & INLAND - A signal consisting of three blasts in succession, short - prolonged - short, would identify a vessel

- A towing
- B at anchor, warning of her position FM thinks this is correct
- C not under command WRONG
- D engaged in pilotage duties

INTERNATIONAL & INLAND - You are on a sailing vessel, and see a power-driven vessel, with a bow aspect, dead ahead. You SHALL

- A alter course to starboard WRONG
- B alter course to port
- C slow to bare steerageway
- D keep your course and speed FM thinks this is correct

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INTERNATIONAL & INLAND - A power-driven vessel towing with a 150-meter stern tow SHALL exhibit

- A three masthead lights in a vertical line
- B two towing lights in a vertical line WRONG
- C an all-around red light over an all-around white light at the masthead
- D a towing light in a vertical line above the sternlight FM thinks this is correct

Plan to complain about this one.