

**MARITIME RADIO COURSE
ANSWERS TO SAMPLE EXAM QUESTIONS**

1. The radio operator of any Canadian ship station voluntarily fitted with a radiotelephone must carry on board:
 - a) a Ship Station Licence
 - b) a Radio Operator's Certificate
 - c) a current edition of Canadian Radio Aids to Marine Navigation
 - d) an Instruction Manual for the radio equipment in use
(Reference 1.1.1)

2. When not in communication with another station, the recommended procedure is to:
 - a) listen to the Coast Guard on Channel 22
 - b) make a call to ALL STATIONS advising that you are standing by on Channel 16
 - c) turn off your radio to conserve the batteries
 - d) maintain a listening watch on Channel 16
(Reference 1.1.4)

3. The contents of any transmission received or intercepted by a radio station should not be divulged unless:
 - a) the call was a ship to ship call
 - b) the call was addressed to ALL STATIONS
 - c) the call was from a land-based station
 - d) the call was made on Channel 68
(Reference 1.1.6)

4. Except for Distress, Urgency and Safety transmissions, the controlling station in radio communications between two ship stations is:
 - a) the largest vessel
 - b) the calling station
 - c) the station being called
 - d) the station which has the information
(Reference 2.11)

5. Which type of transmission has priority over all others?
 - a) Safety
 - b) Urgency
 - c) Distress
 - d) Radio signal check
(Reference 2.12 and 3.1)

6. The phonetic alphabet word for the letter "U" is:
 - a) Uncle
 - b) Unicorn
 - c) Ulcer
 - d) Uniform
(Reference 2.2.2)

7. The correct format for transmitting \$287.35 is:
 - a) two hundred eighty-seven dollars thirty-five cents
 - b) dollars two eight seven decimal three five

- c) two eight seven decimal three five dollars
 - d) dollars two eight seven and thirty-five cents
(Reference 2.2.3)
8. The word OVER means:
- a) this communication is over, I expect no reply
 - b) proceed with your message on a working channel
 - c) before you respond, switch to another channel
 - d) my transmission is ended, I expect a response from you
(Reference 2.3)
9. The command SEELONCE DISTRESS:
- a. is issued by the vessel in distress to impose silence on other stations
 - b. is issued by a station other than the station in distress to impose silence
 - c. is not recognized internationally
 - d. means please maintain radio silence for five minutes
(Reference 2.3)
10. Under the Criminal Code of Canada the following carries a penalty of up to \$5000 and/or a prison term of up to one year:
- a) using CB language on VHF radio
 - b) transmitting coded messages
 - c) using language other than English
 - d) transmitting false or fraudulent distress messages
(Reference 2.1.1)
11. A signal check:
- a) should be requested from the Coast Guard on Channel 16
 - b) has priority over all other transmissions
 - c) should be made every time you switch on your radio
 - d) should be made on a working channel
(Reference 2.9)
12. The proper way to transmit noon EST on the 16th day of the month is:
- a) 161200E
 - b) 16NoonE
 - c) 1200E16
 - d) NoonE16
(Reference 2.4.2)
13. Before making a radio transmission to another station, you should:
- a) ask if the frequency is occupied
 - b) listen to ensure that the frequency is not occupied
 - c) make a call to ALL STATIONS informing them you will be occupying the channel for a while
 - d) depress the transmit button on the microphone for two minutes to check it is working
(Reference 2.6)
14. The proper procedure for a vessel calling another vessel, using Channel 16 to establish contact is:
- a) SNOWGOOSE *calling* EAGLE, OVER
 - b) EAGLE. This is SNOWGOOSE, OVER
 - c) *Breaker, Breaker*, EAGLE. This is SNOWGOOSE, OVER

- d) *This is SNOWGOOSE, calling EAGLE. Come in EAGLE*
(Reference 2.6.2)
15. If the reply to your signal check is Readability 3, the signal is:
- poor (readable now and then)
 - fair (readable but with difficulty)
 - good (readable)
 - excellent (perfectly readable)
- (Reference 2.9.1)
16. The Distress call indicates that the station sending the call is:
- out of gas and adrift in open water
 - threatened by grave and imminent danger
 - adrift due to total engine failure
 - aground and needs to be towed off
- (Reference 3.3)
17. When making a Distress call, the most important information to give following the Distress signal and vessel name is:
- your name
 - your charted position
 - number of people on board
 - a description of your vessel
- (Reference 3.5)
18. You are the radio operator on board a 20 foot motor vessel *Wavemaker*, which has struck a log and is taking on water rapidly. You are 10 miles south of Calamity Island and require immediate assistance. The following call should be transmitted:
- SECURITE, SECURITE, ALL STATIONS. *This is WAVEMAKER. I have a 20-foot motor vessel which is sinking 10 miles south of Calamity Island. Any vessel able to assist please respond. OVER*
 - MAYDAY. *This is WAVEMAKER. My 20-foot boat is sinking. Help me! MAYDAY*
 - PAN PAN, PAN PAN. *This is WAVEMAKER, WAVEMAKER. I have struck a log 10 miles south of Calamity Island. OVER*
 - MAYDAY, MAYDAY, MAYDAY. This is WAVEMAKER, WAVEMAKER, WAVEMAKER. MAYDAY, Located 10 miles south of Calamity Island. Have struck a log and taking on water rapidly. I have a 20-foot motor vessel. Require immediate assistance. OVER
- (Reference 3.5.1)
19. If you run out of fuel in calm waters and are not in immediate danger, you should:
- take down your CPS flag and wait for a passing boater to assist
 - make the Urgency call, PAN PAN
 - make the Distress call, MAYDAY
 - make the Safety call, SECURITE
- (Reference 4.3)
20. The Safety signal word, which is spoken three times, is:
- PAN PAN
 - SAFETY
 - SECURITE
 - EMERGENCY

(Reference 5.2 and Glossary – G3)

21. The most suitable working channel used for safety messages is:
- Channel 71
 - Channel 68
 - Channel 21
 - Channel 06
- (Reference 5.3 and Appendix 1)
22. The International Radiotelephone Alarm signal consists of:
- the Morse code for SOS repeated three times
 - the rising and falling of a siren sound
 - two audio tones that produce a warbling sound
 - a sound like the rapid sounding of a ship's bell
- (Reference 7.1.1)
23. The Marine EPIRB is:
- a make of VHF radio
 - the international radiotelephone alarm signal
 - the warning signal transmitted before a vital navigational message
 - a radio beacon used to indicate the position of a vessel in an emergency
- (Reference 7.1.3)
24. To ensure the maximum life from a lead storage battery the battery should:
- be stored in a dry, well ventilated area
 - “topped up” with an acid
 - left with the top uncovered
 - “topped up” with tap water
- (Reference 7.2.1)
25. GMDSS stands for:
- General Management Device for Ship Searches
 - Geographic Mapping and Display System for Safety
 - Global Maritime Distress and Safety System
 - Global Maritime Digital Satellite System
- (Reference 8.0)