REASONING RULE 3

The reason the U.S.C.G says the answers are what they are

Questions 4844 and 4819 have to do with what is meant by the term breadth. It is the width of the vessel and can be seen in the diagram D087RR represented by A. For most vessels the Breadth will be less than the Length. If the vessel is a traditionally shaped flying saucer than the Length equals the Breadth.

Questions 9132, 9119, 9111, and 16 All have to do with the term “Inland Waters.” It is only in the U.S. Rules obviously. It covers all of the waters inside the demarcation lines that are marked on the U.S. Charts and in the CFR’s. The waters include the Mississippi River waters, the Great Lakes and other U.S. Waters.

Questions 4832, and 4674 has to do with what is meant in the rules by the use of “In sight” when it is used in the rules. - In sight means you can see from you vessel to the other with your eyes! and vice versa. Not radar, not hearing, not AIS - eyes!

Questions 4700 and 4845 are about Length - “length” is how long a vessel is. It is represented in Diagram D086RR as C. Questions 4831, 4532, and 4135 are about “Power-Driven-Vessels” which is any vessel that is propelled by machinery - any machinery. Question 4088 is about “restricted visibility” which can be caused by any environmental factor that reduces the ability of sighting another vessel by eyesight.
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Questions 4842 and 4455 are asking about what is considered underway, which has a negative definition of not moored, aground, or at anchor.

Questions 4024, 4579, 4467, and 4411 are about what is meant by the term vessel; it has the very broad definition of everything that operates on water that can be used for transportation.

Questions 10, 8054, 8002, and 8071 are about vessels contained by draft. This term does not exist in the U.S. Inland Rules, and applies only to vessels that are "severely restricted" in their ability to change course or deviate from a channel because of their draft in relation to the depth of the available water.

Questions 4423, 4521, and 4054 are about what means to be "engaged in fishing" which covers the use of fishing gear that restricts maneuverability. It does not include trolling. Nor does it include sport fishing which does not restrict maneuverability.

Questions 4030 and 4195 cover "vessels not under command." Being a vessel not under command is not a normal operational condition. Vessels not under command are vessels that because of "exceptional circumstance" are unable to maneuver. This can be because of equipment failures or the like.
REASONING RULE 3
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Questions 4836, 4034, 4181, 4538, 4381, 4670, 5150, 4314, 4153, 4310, 4366, 4433, and 4715 all concern “Vessels Restricted in their ability to maneuver.” This is one of the most asked about vessel statuses on the rules exam. It covers any vessel doing work that is because of that work unable to maneuver by the rules. It can include restricted towing vessels, fishing vessels, service vessels, mine clearance vessels, and aircraft carriers.

Questions 4835, and 406 because WIGs are vessels too.