

Section 1. Getting Started - Review

1. The lowest part of the interior of the hull is the:
 - a. helm.
 - b. cuddy.
 - c. quarter.
 - d. bilge.

2. The maximum width of the hull is known as the:
 - a. quarter.
 - b. LOA.
 - c. beam.
 - d. tiller.

3. The measurement of how deeply a boat's hull penetrates the water is its:
 - a. draft.
 - b. head.
 - c. helm.
 - d. beam.

4. Freeboard is the:
 - a. right side of a boat when facing the bow.
 - b. height of a boat's gunwale measured inside the cockpit.
 - c. distance from the water to the lowest point of a boat where water could come aboard.
 - d. provision of food and quarters for volunteer crews on ocean races.

5. A displacement hull is one that:
 - a. moves through the water by pushing it aside.
 - b. skims along the surface of the water.
 - c. is capable of very high speeds.
 - d. may easily capsize in heavy seas.

6. Three factors affect the seaworthiness and safety of a vessel: its design, construction materials, and:
 - a. baggywrinkle.
 - b. type of head.
 - c. size.
 - d. cockpit.

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7. When you shop for a boat, the following important questions should be addressed: 1) What type and style will best serve your use of a boat?, 2) How large a boat will you need for the number of persons that accompany you?, and 3):
 - a. Would a solid state ignition be preferable to one with a distributor, rotor, and points?
 - b. Will you be boating in open seas or protected waters?
 - c. What type of interior decor will please your family?
 - d. Would a gasoline fueled engine be better for your use than one that operates on diesel or propane fuel?

8. You should have on board charts of the area where you are boating to help you determine where you are and:
 - a. provide you with up-to-date weather forecasts.
 - b. show you where the fish are, if you are a fisherman.
 - c. give you the location of near-by refreshment stands.
 - d. where you want to be to avoid busy shipping lanes and hazards.

9. A safety-conscious skipper never starts the engine on a boat before:
 - a. all passengers are comfortably seated on the foredeck, gunwale, or transom.
 - b. checking to see that there is enough alcohol and additives in the fuel.
 - c. checking the Sunday newspaper for a weather forecast.
 - d. sniffing for fuel vapors in the engine and fuel compartments.

10. Before fueling a boat with a built-in fuel tank, you should:
 - a. close all portholes, doors, and hatches.
 - b. turn on the bilge blower, if so equipped.
 - c. open all portholes, doors, and hatches.
 - d. keep all smokers at least three feet away.

11. In addition to keeping the pump nozzle in constant metal-to-metal contact with the filler pipe, an important safety instruction to follow when refilling portable fuel cans and tanks is to:
 - a. always use approved yellow marine safety tanks.
 - b. take them out of the boat and fill them on the dock.
 - c. use only approved safety tanks and fill them inside the boat.
 - d. step carefully onto the gunwale when carrying full tanks aboard.

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12. A float plan includes a description of your boat, who is on board, your safety equipment, and, most importantly:
- the name of your radio operator.
 - where you expect to be and when you expect to return.
 - the draft of your boat.
 - what mechanical equipment on your boat is not in the best condition.
13. Small boats are unstable, and falls are always a risk. Always step into the center of small boats; never on the:
- boom.
 - fender.
 - gunwale.
 - beam.
14. Constantly watch the wake of your boat, because:
- it can disturb the smooth operation of personal watercraft.
 - your wake must never be more than three inches high.
 - you are responsible for injuries or damage to property caused by the wake of your boat.
 - you may see beautiful colors created by the oxidation of phosphorus in the water.
15. You can ease the shock on both boat and crew when running into the waves by slowing down and:
- taking the waves at an angle to the bow, not head-on.
 - turning the boat broadside to the waves for stability.
 - taking the waves head-on and not at an angle.
 - instruct all passengers to stand up in the boat.
16. If you are caught on the water in bad weather, your first step should be to:
- listen for a weather forecast.
 - pour water into the bilge to increase stability.
 - turn and head for shore at full speed.
 - see that all aboard are wearing life preservers.
17. When docking and undocking your boat it is desirable to plan the procedure in advance and:
- always operate your boat at cruising speed.
 - approach slowly against the wind or current for more control of your boat.
 - give instructions in a loud authoritative tone so that the crew will know who is in charge.
 - teach the crew how to keep the boat away from the pier using their arms and legs.

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18. A knot with an many potential uses that may be used to form a secure loop in the end of a line is the:
- clove hitch.
 - figure eight knot.
 - cleat hitch.
 - bowline.
19. A spring line is a dock line that:
- has an inner core of stretchy elastic material.
 - keeps a boat from moving ahead or astern.
 - is only used in March, April, and May.
 - holds the boat directly to the pier at amidships.
20. The correct anchor for your boat will depend not only on the size and type of your boat but on the:
- cost (always purchase the cheapest anchor available).
 - size and length of your anchor rode.
 - types of seabed and amount of wind and current you expect to encounter.
 - location (bow or stern) from which you anchor.
21. Never anchor a boat from the stern alone because:
- when windy, waves can overwhelm a small boat and enter the boat over the transom.
 - the bow should always be pointing away from the wind.
 - it is difficult to adjust the rode for proper scope.
 - it is difficult to bring persons over the bow in an emergency.
22. The ratio of the length of rode to the vertical distance (measured from the point the anchor rode is tied off on the boat to the bottom of the seabed) is called:
- chock.
 - spring.
 - scope.
 - wake.
23. Under normal conditions, the recommended scope of an anchor line should be approximately:
- 25:1
 - 15:1
 - 7:1
 - 2:1

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24. Because the Coast Guard recognizes personal watercraft as full-fledged boats:
- operators must adhere to the same rules and regulations as larger boats.
 - a PWC must show its navigation lights when used after dark.
 - a PWC usually has priority of movement in meeting and crossing situations.
 - PWCs are exempt from all boating rules and regulations.
25. Because of their different operating characteristics, some states consider PWCs to be a special type of boat and have special regulations for them. As a PWC owner or operator you must:
- carry a copy of the rules of the special PWC Rules Commission aboard.
 - know the special Navigation Rules that apply only to PWCS.
 - follow the rules established by the National Boating Association.
 - be aware of and abide by all laws governing the use of personal watercraft in your area.
26. Steering a PWC involves turning a movable nozzle that directs a high-pressure stream of water either right or left, turning the boat to one side or the other. It is important to know that a PWC will turn only when the:
- engine is turning at least 4000 rpm.
 - jet pump is operating and pushing a stream of water.
 - two rudders are in contact with the water.
 - special steering pump is activated.
27. A PWC lanyard cut-off-switch when fastened to your wrist will:
- keep your signal whistle where it can be found.
 - alert you when you are running too fast.
 - stop the engine when you fall off.
 - remind you to always wear your life preserver.
28. Required equipment on a personal watercraft includes a fire extinguisher, a sound-producing device, and a:
- global positioning device.
 - wearable life preserver for each person onboard.
 - marine radiotelephone.
 - anchor and rode.

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29. When operating a PWC near shore, launch areas, swimming areas, docks, and anchored boats:
- take extreme care when jumping wakes in these restricted areas.
 - run at minimum speed necessary to maintain steerageway.
 - don't throw a wake more than three feet high.
 - operate with the wind and current on your transom for better control.
30. If a fire occurs when operating your PWC, stop the craft immediately and:
- make a MAYDAY call on your VHF radio.
 - turn on your navigation lights to attract help.
 - leave the craft and swim as far away as possible.
 - open the engine compartment and put out the fire.
31. Which of the following statements is TRUE?
- PWCs do not disturb the ecology of the water bottom.
 - Wake from PWCs will not contribute to shoreline erosion.
 - Noise from PWCs never disturbs bird life.
 - As when operating any boat, having consideration for others is most important when operating a PWC.
32. It is important that the trailer has sufficient weight-carrying ability to:
- hold the boat, gear, and all passengers in it when on the road.
 - support the boat, motor, fuel, and all gear you plan to add to it.
 - keep the trailer on the road surface when traveling at very high speeds.
 - carry just the weight of the boat.
33. _____ trailer tires will not track well behind the towing vehicle, but worse, they will overheat, leading to blowouts.
- Cheap
 - Donut-sized
 - Over-sized
 - Underinflated

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34. Trailer winch cables and straps can snap. Be sure to:
- stand close by and watch the winch operation closely.
 - tape up any winch cable that has broken strands.
 - stay out of direct line with a winch cable or strap.
 - release the ratchet on the winch handle.
35. Relative to the amount of trailer tongue weight, which of the following statements is TRUE'?
- The amount of weight on the coupler ball makes no difference.
 - Too little weight on the coupler ball will cause the trailer to fishtail.
 - Too little weight on the coupler ball will raise the rear of the tow vehicle off the ground.
 - You can change the weight on the coupler ball, by changing the size of the ball.
36. When launching a sailboat with the mast raised at a launch area:
- be careful not to tip the boat off the trailer.
 - use a halyard to pull it off the trailer.
 - be certain that no overhead electrical wires come close to or in contact with the mast or rigging.
 - just as on the water, a sailboat has priority privileges.